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Contents

SEPTEMBER 2000 / VOLUME 19 NUMBER 9 RAILROAD / founded 1906 / volume 122 number 6

Features

6 **Abandonment Plans for Camas Prairie** *by Bruce Kelly*
The short line is set to discontinue service on its namesake branch.

28 **Classic Diesels Over Donner** *by Steve Schmollinger*
A colorful look at Southern Pacific and Amtrak operations over the legendary mountain pass in the early 1970s.

36 **Reading & Northern's Lehigh Line** *by Peter McGilligan*
Unwanted by Conrail, the former Lehigh Valley/Jersey Central main through the Lehigh Gorge finds new life under Reading & Northern.

43 **Milwaukee 261 On the Road** *by Bob Gallegos*
The 4-8-4 steams up for Chicago-Galesburg excursions.

44 **The Chehalis-Centralia Railroad Association** *by Kurt Anders*
A determined group gets steam excursions rolling in Washington State.

In Focus/news-features
8 Photography Field Day at Monticello *by Steve Barry*
21 Camera "Portholes" on Overpasses *by James Olmstead*
54 NYC Lives On at the Danbury Railway Museum *by Steve Barry*

Departments

4 **Publisher's Desk**/commentary *by Hal Carstens*
9 **Timetable**/railfan events guide
16 **Fanmail**/letters from readers
18 **The Engineer's Seat**/life in the cab *by Thomas D. Dressler*
22 **Railroadiana**/product news and reviews
23 **Videos**/videotape reviews
25 **Railfanning Is**/humor
26 **Railnews**/news stories and photos
50 **Book Depot**/railroad book mart
52 **On The Menu**/dining by rail *by James Porterfield*
53 **Railfun**/cartoon by Curt Katz
53 **Camera Bag**/guide to railfan photography *by Jim Boyd*
55 **Lineside Legacy**/preservation news *by Jeff Terry*
58 **Transit Currents**/transit news *by George M. Smerk*
60 **Museum & Tourist Line Directory**
62 **Markers**/editorial commentary
63 **Advertising Index**/the railfan marketplace
65 **Final Frame**

on the cover

A Southern Pacific SD40 helps Amtrak train No.6, the *San Francisco Zephyr*, climb the 2.1% grade at Alta, California, in June 1973. Donner Pass was home to some fascinating motive power combinations in the early '70s, as you can see beginning on page 28. Photograph by Steve Schmollinger.

Publisher's Desk

Moody's Railroads

THE RAILROAD HISTORIAN looking for reference sources has a number of good resources in which to find what he seeks. Probably the most common is the *Official Guide of the Railways*, published monthly, listing all the railroads in North America by main line and branch line, passenger trains and some freights, stations, corporate and operating officers and mileage between stations. The changes wrought over ten-year spans are mind boggling.

The *Railroad Equipment Register* also offers a wealth of data on the freight cars operated by the various roads: roster numbers, length and type of cars and capacities.

Jane's Railways of the World lists railroads around the world giving such statistics as track length, gauge, number of locos operated and more. Invaluable if your tastes run to railroads outside North America.

Two books aimed at investors are also musts. First is *Poor's*, a thick heavy tome loaded with data. The other is *Moody's Steam Railroads*.

Moody's runs about three inches thick with nearly 2200 pages, although the exact count varies from edition to edition. Think of a railroad and you'll be sure to find it in *Moody's* even if it is abandoned or merged into another system.

The 1938 edition contained 42 fold-out railroad maps, many in two color. Much of the data is detailed financial information regarding stocks and bonds, indebtedness and balance sheets. For the railfan there is information on the dates of incorporation and the date when operations actually began. There's data on mergers and predecessor companies, receiverships and bankruptcies.

The histories are fascinating and the books list companies that have long disappeared from today's operating scene. Look up the Erie Railroad and you'll also find sections of such subsidiaries as the Wilkes-Barre & Eastern, New York Susquehanna & Western, Genessee River Railroad, Pavonia Ferry Company, Bergen County Railroad, Sharon Railway, Cleveland & Mahoning Valley Railway, Paterson & Hudson River Railroad and a host of other lines.

In 1937 the Erie had freight revenues of $72,080,574 and passenger revenues of $5,325,104. Both the New York Central and Pennsylvania passenger revenues were higher percentage-wise to the total freight revenue. In 1937 the Erie had about 22,500 employees, and operated 2275 miles of track compared with 2317 miles in 1928. In 1937 there were 898 locomotives and in 1928, 1121 locos. Remember that the Erie, as with all railroads, was scrapping older, smaller power which had been replaced with newer 2-8-4s, 4-6-2s and other larger power. Many of the locos being scrapped were anthracite-burning camelbacks.

In 1928 the Erie operated 1349 passenger cars and 44,746 freight cars. In 1937 the passenger car fleet was down to 931 and the number of freight cars was 27,411.

A special section of *Moody's* lists railroads no longer included because of abandonment, name change or merger. Some of these in 1937 included the Alaska Anthracite Railroad (1924, property sold), Fresno Valley Railroad (1924, line dismantled), West Tulsa Belt Railway Co. (1923, acquired by St. Louis-San Francisco Railway Co.).

We checked with the Depot Attic (209 Gap Road, Route 741, Strasburg, PA 17579), a firm specializing in the sale of railroad and transportation collectibles. The 1950 *Moody's* currently sells at $65.00; the 1928 edition at $90.00 and the 1914 edition at $120.00. Poor's would probably be roughly the same or a bit higher. If you can find a copy of *Moody's*, it's a good investment for any railfan. There are a number of other railroadiana dealers carrying similar merchandise.

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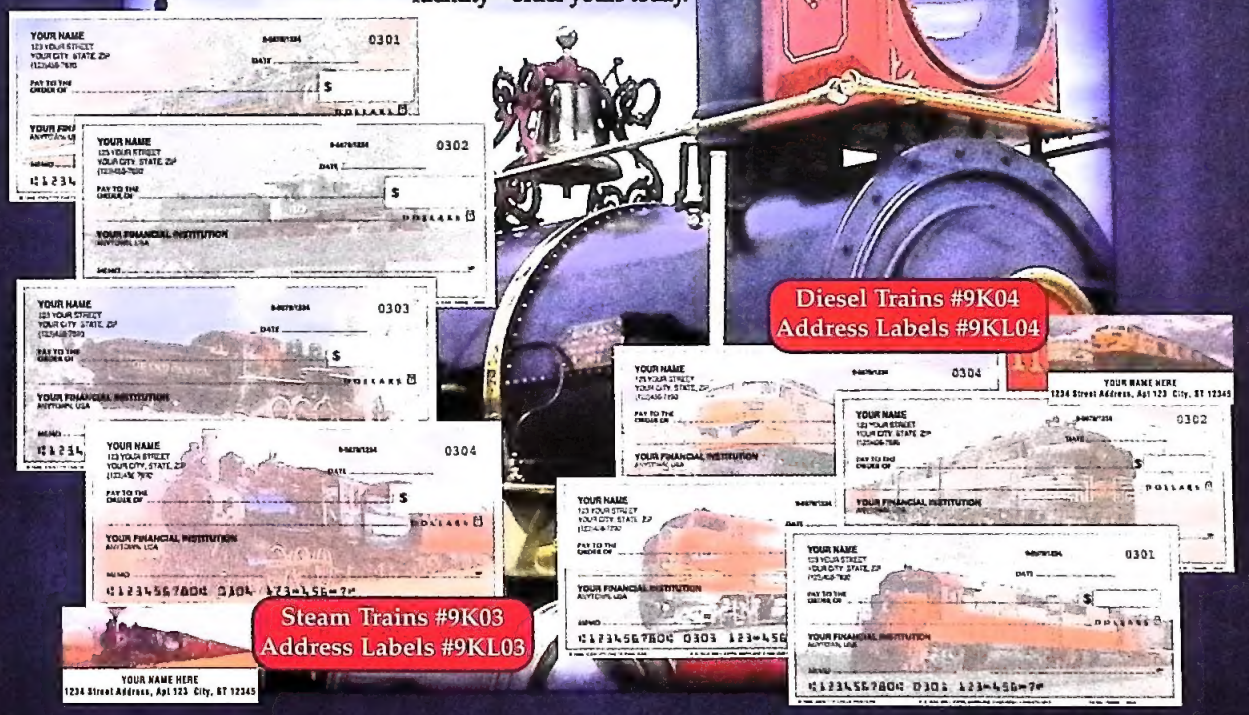

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Abandonment Planned for Camas Prairie

CSP will still operate after closing its namesake branch

by Bruce Kelly

THE GRANGEVILLE LOCAL crosses Rock Creek Trestle between Nucrag and Culdesac with B23-7s Nos.5 and 6 in full dynamics on the three-percent grade on May 18, 2000 (above)**. Two days earlier, the local is eastbound between Craig Junction and Craigmont in the rolling countryside known as the Camas Prairie** (below)**.**

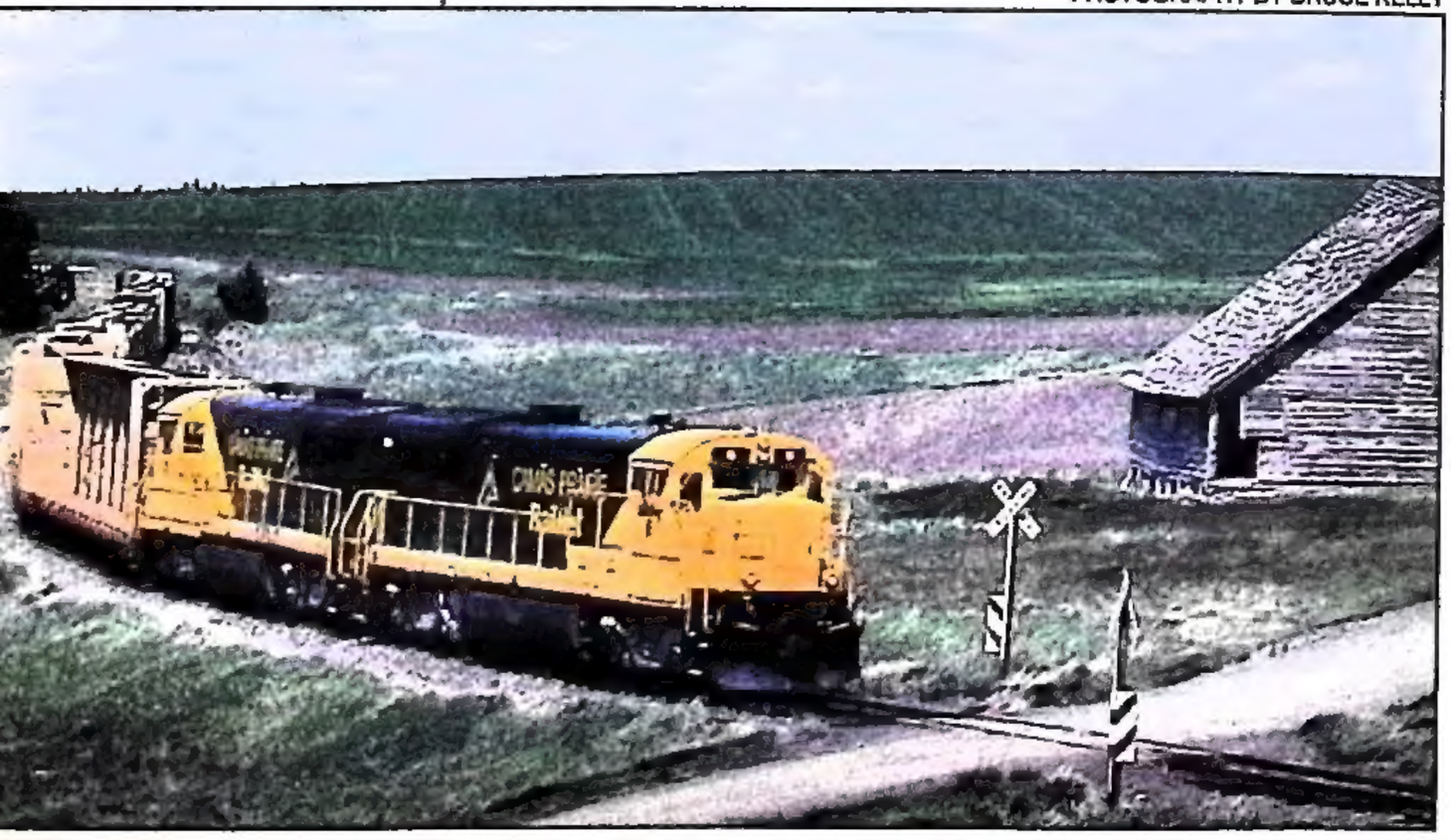
IF IDAHO SHORT LINE Camas Prairie RailNet (CSP) has its way, it will be shutting down its famous Grangeville line this fall. In February 2000, Lewiston-based CSP announced its intention to close the 66.5-mile branch, and in late May it filed an abandonment application with the Surface Transportation Board. The Grangeville line, otherwise known as CSP's Second Subdivision, has been a candidate for abandonment since the 1980s due to the loss of considerable grain traffic to trucks and barges combined with the high cost of maintaining its many tunnels and trestles. The rest of the CSP system, meanwhile, continues to enjoy a healthy traffic base of logs, lumber, and other commodities.

The Grangeville line is one of four subdivisions that make up the 243-mile Camas Prairie Railroad which North American RailNet bought from previous joint owners UP and BNSF in 1998. That deal also included trackage rights on UP from Riparia, Washington (CSP's former interchange point), west 15 miles along the Snake River to Ayer Yard. Most of the Grangeville line is located atop the high plateau of the Camas Prairie from which the CSP earned its name, while the remainder of the railroad operates deep in river canyons or forests.

NP subsidiary Clearwater Short Line completed the first twelve miles of the Grangeville line from Spalding to Culdesac in 1899 and then extended the remaining 55 miles across the fertile Camas Prairie to Grangeville during 1906-'08. Dozens of creeks or ravines were crossed using timber trestles, but Lawyer's Canyon between Craigmont and Ferdinand required a steel viaduct measuring 1520 feet in length and soaring 280 feet above Lawyer Creek. However, the most difficult part of the line to build and operate was between Culdesac and Reubens, where 14 miles of track were laid up Lapwai Canyon and Rock Creek Canyon on a twisting three percent grade with 17 bridges, seven tunnels (one of which was daylighted in 1963) and curvature as tight as 14 degrees. Two of the canyon's bridges are plate girder structures crossing U.S. Highway 95, while a thousand feet above them is the 685-foot long wooden wonder known as Halfmoon Trestle. CSP's branch between Orofino and Jaype also boasts numerous wooden trestles, but few of them are in as spectacular a setting as those found on the Grangeville line.

So far this year, CSP's Grangeville Local has been running from East Lewiston yard to Grangeville on Tuesday and back to Lewiston on Thursday. In addition to servicing grain shippers at nine locations on the line, the local handles lumber for mills in Craigmont and Grangeville,

PHOTOGRAPHY BY BRUCE KELLY

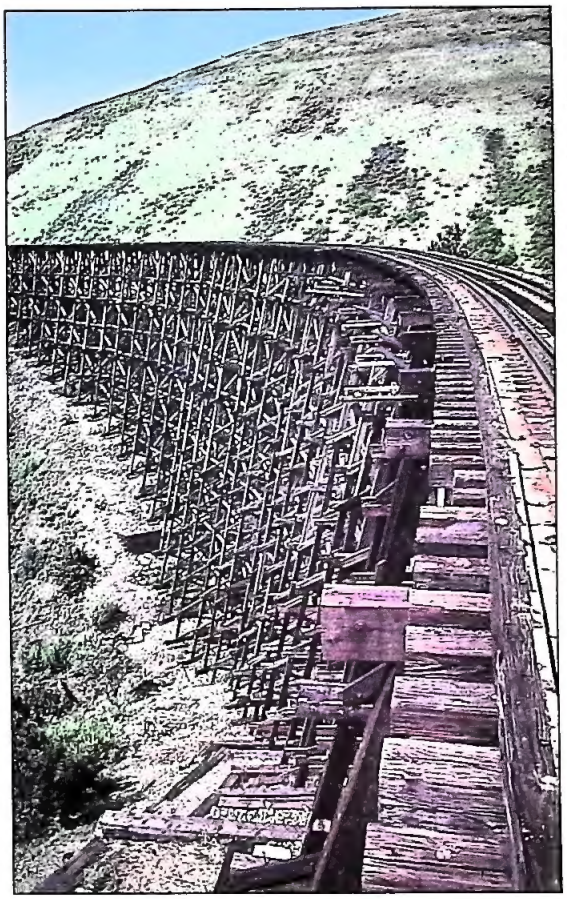


plus occasional shipments of fertilizer or liquefied petroleum gas. On Monday and Friday, a Craigmont Turn has also been running as needed. Light rail, tight curves and delicate trestles once made the CSP a stronghold for UP and BN Geeps. Camas Prairie RailNet decided to switch from four-axle EMDs to GE's, specifically B23-7s.

CSP recently regained some of its lost grain business by offering "shuttle" service that competes with trucks for the short haul from the prairie elevators to the Snake River barge ports at Lewiston and neighboring Wilma, Washington. But it's still not enough to pay for the high cost of maintaining and operating the Grangeville line, according to chief engineer and 37-year CSP veteran Jim Morefield. At least one group has approached CSP about running passenger trains on the line, but even with millions of tourists forecast to visit the area over the next several years for the Lewis & Clark Expedition bicentennial, such excursions would probably travel only as far as Craigmont and might not generate enough revenue for CSP or any other operator to maintain the track through Lapwai Canyon.

The only thing that might truly save the Grangeville line would be the breaching of the Snake River dams, a drastic move some environmentalists have proposed as a means of restoring the Northwest's salmon population. Without the dams, barges could no longer travel upstream to Lewiston, thus putting all of the Camas Prairie's grain back on the train. However, the governors of both Idaho and Washington have said they'll oppose any attempt to breach the dams, and a record migration of salmon up the Columbia and Snake rivers this spring seems to have dispelled the notion that salmon were on the brink of extinction.

With the news that one of the world's most spectacular rail lines may soon be gone, railfans were visiting the CSP nearly every week during April and May, some from as far away as Germany. Jim Morefield says that if the STB grants quick approval, the Grangeville line could be abandoned by October, at the end of the summer grain rush. He predicts July and August could see some long, heavy trains grinding down the three-percent grade as growers ship out their final loads by rail. "If it looks like they're gonna have a bumper crop, they may try to empty out the elevators," says Morefield.



WOODEN TRESTLES are the big reason for CSP's costly maintenance, and what better example than famed Halfmoon Trestle (left)**? This tightly-curved collection of timber is 141 feet high, 685 feet long and clings precariously to the canyon wall nearly a thousand feet above Lapwai Creek. The westbound Grangeville Local crosses one of several trestles between Cottonwood and Ferdinand, Idaho, on May 18, 2000** (below)**. B23-7 No.6 has four loads of lumber and two loads of "shuttle" wheat from Grangeville. When it reaches Craigmont, the local will pick up B23-7 No.5, switch that town's customers and head down the canyon toward Lewiston with a 17-car train.**

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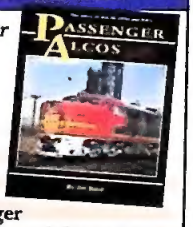

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In Focus

News-feature

PHOTOGRAPHY BY STEVE BARRY

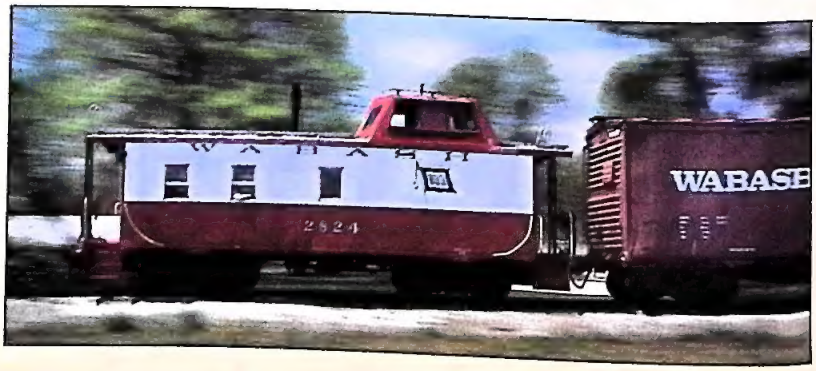
Photography field day at Monticello

ANOTHER SUCCESSFUL DAY for photographers was held on April 29, 2000, at the Monticello Railway Museum in Illinois. The museum had two vintage trainsets available as subjects under skies that cooperated most of the day. Wabash F7 1189 pulled a freight train, while Canadian National FPA4 6789 was on the point of a passenger train.

The event kicked off with both trains posing by the Nelson's Crossing depot on the museum's grounds on the outskirts of Monticello with the F7 facing north and the FPA4 facing south. Simulated meets between the freight and passenger trains were then staged in the large field on the museum grounds. Following the meets came the photographic highlight of the morning as several vintage cars met the trains at a rural grade crossing south of the museum grounds and then again on the east side of downtown Monticello.

Following a quick lunch break, photographers boarded the passenger train for a few runbys while the freight was turned on the wye in downtown Monticello, allowing both trains to point south for afternoon shots on the museum's ex-Illinois Central trackage. Both trains were then posed side-by-side under the bridge that carries Norfolk Southern's ex-Wabash line over part of the town. Alas, no NS freights went overhead during the stop. The day finished off with a night photo session in Monticello and at the museum.

All in all, it was a fine day with numerous quality photo opportunities. Event organizer Arthur Purchase and the rest of the museum staff look forward to another photographers' day in a couple of years. — *S.B.*



***WABASH F7 1189** poses with vintage automobiles during the photographers' day at the Monticello Railway Museum on April 28, 2000 (**top**). Canadian National FPA4 6789 poses the ex-Wabash depot in Monticello (**above**). A Wabash caboose and box car trailed the photo freight (**below**).*

Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

HENRY FORD MUSEUM & GREENFIELD VILLAGE (20900 Oakwood Boulevard, Dearborn, MI 48124; 313/271-1620) will hold the following railroad-oriented special events in 2000 at Greenfield Village. The village is open 9am-5pm daily; admission to Greenfield Village is $15 adults, $14 seniors 62 and over, $9 kids 5-12, under 5 free.

Through August 20, Summer Festival celebrating railroads includes the opening of the recreated Detroit, Toledo & Milwaukee roundhouse, railroad related programs and activites, hobo lunch served in the Taste of History Restaurant.

September 23-24, Railroad Days will allow visitors to experience the lives of those working and traveling on the railroad.

UNION PACIFIC 3985 will make a trip from Cheyenne to the Democratic National Convention in Los Angeles in August. Scheduled dates of operation include **July 30,** Cheyenne, to Rock Springs, Wyo.; **July 31,** Rock Springs to Ogden, Utah; **August 2,** Salt Lake City to Milford, Utah; **August 3,** Milford to Las Vegas, Nev.; **August 5,** Las Vegas to Yermo, Cal.; **August 6,** Yermo to Los Angeles; **August 20,** Los Angeles to Yermo; **August 21,** Yermo to Las Vegas; **August 23,** Las Vegas to Milford; **August 24,** Milford to Ogden; **August 26,** Salt Lake City to Rock Springs; and **August 27,** Rock Springs to Cheyenne. Visit *www.uprr.com* for updates.

COOPERSTOWN & CHARLOTTE VALLEY RAILWAY (P.O. Box 681, Oneonta, NY 13820; 607/432-2429; *www.lrhs.com*) will hold the following special events. Contact the railroad for details.

August 5-6, Railfan Weekend with mixed trains, night photo session, rare mileage speeder and caboose trips.

August 12, Moonlight Train Ride with live music, refreshments.

September 2-4, Labor Day Weekend Workers Special with railroad crafts and rail union exhibits; workers ride half-price with proof of employment.

September 30, Murder Mystery Express and dinner train.

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 800/594-5162; *www.BluewaterNRHS.com*) is sponsoring the following trips. Fares listed for overnight trips are double/single occupancy, for complete fares contact the Chapter.

August 12-18, Rails to James Bay, from Dearborn and Royal Oak to Sault Ste. Marie, Hearst and Cochrane via Algoma Central, Ontario Northland, VIA, more; $1295/$1450.

September 9-10, Marshall Homes Tours by Amtrak from Dearborn and Ann Arbor; $79.

September 9-21, Pacific Coaster from Detroit to Seattle and Sacramento with *Spirit of Washington Dinner Train,* Amtrak Talgo train, *Napa Valley Wine Train* and *California Zephyr;* $2700/$3400.

September 30-October 2, Agawa Canyon Color Tour by dome car from Dearborn and Royal Oak to Sault Ste. Marie; $345/$455.

October 14, Toronto in a Day by Train from Windsor; $99.

November 3, Bluewater Michigan 18th Anniversary banquet at Farmington with speaker Lou Hoy; $20.

December 2 and 9, Christmas Lights Spectacular at the Huckleberry Railroad from Dearborn and Royal Oak; $69.

December 8-10, Christmas in Toronto by Train from Windsor; $355-$430.

MISSOULA, MONTANA, August 3-5. Annual meet of MilWest devoted to the history of Milwaukee Road's Lines West, at the Best Western Grant Creek Inn. Registration $40, additional tours at extra cost. For more information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; *mccray@ixi.net.*

CINCINNATI, OHIO, August 5. Summerail at CUT sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Railroad Show & Sale, tour of Tower A and multi-media slide presentations by Steve Barry, Dale Brown, Terry Chlewak, John Craft, Kevin Eudaly, Lee Gordon, George Hamlin, Jerry Jordak, Joe McMillan, Mike Schafer, Pat Sweeny, Mike Valentine and Gib Yungblut. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 2000, Paul Ramer, 3381 Robinet Drive, Cincinnati, OH 45238-2119; information from 513/651-RAIL.

BELLOWS FALLS, VERMONT, August 5. Transpo 2000 with rail equipment on display in conjunction with Rockingham Old Home Days. Railroad night photo session with fireworks as a backdrop. Other events include vintage trucks, railroadiana show and other family activities. For more information call the Great Falls Region Chamber of Commerce at 802/463-4280 or visit *www.gfrcc.org.*

ORRVILLE RAILROAD HERITAGE SOCIETY (P.O. Box 11, Orrville, OH 44667; 330/683-2426) will hold the following special events. Contact the society for more information.

August 5-6, overnight excursion to Pittsburgh.

August 26, rail excursion to the Lorain County Fairgrounds from Canton and Orrville.

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We are delighted to present the 'General', the principal locomotive from this epic chase. This live steam model is available in your choice of 1/12th scale (for 4¾"or 5" gauge) or 1/8th scale (for 7¼" or 7½" gauge). Extensively researched and photographed from the original at the Kennesaw Museum, Georgia this is a rare opportunity to acquire an outstanding collectible in commemoration of Andrews' Raid.

This is a model that will make a splendid display piece but is equally at home on a model railroad as a working live steam engine. The 'General' is presented as a bolt-together kit with components delivered monthly to provide a fascinating project over an 18 month programme. Whether you're an experienced model engineer, or new to this deeply satisfying hobby, the 'General' represents a rare opportunity to bring a piece of American history to life with your own hands.

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Exceptional Value...

Those with a knowledge of engineering in miniature will appreciate that a working live steam model of this quality is not inexpensive. However, by constructing and painting the kit you are adding value - and in the unlikely event you should seek to re-sell your model at some future point you would be well advised to ask somewhat in excess of the basic kit price paid.

By manufacturing in small batches we can provide you with excellent quality at a very competitive prices - providing confidence in the future value of your locomotive over many years, if not generations, of proud ownership.

Limited Availability...

Availability of the 'General' is strictly limited to a batch of 10 models, in each gauge, for delivery commencing August 2000 followed by a further production in September. Orders will be accepted on a first come, first served, basis and you are invited to send for your complimentary information pack at the earliest opportunity. We regret that once the production is sold out there is unlikely to be further availability until 2002 at the very earliest.

Free Information Pack...

Your information pack contains everything you need to know about the 'General' in both 1/12th & 1/8th scale, including details of reservations and payments. Write, or telephone, without obligation, and we'll be pleased to despatch your 32 page colour brochure without delay.

We were delighted to provide Winson Engineering with full access to the General to complete their research. We are sure this model will bring great pleasure to those who build her.

HARPER HARRIS, DIRECTOR HISTORIAN
KENNESAW CIVIL WAR MUSEUM, GEORGIA

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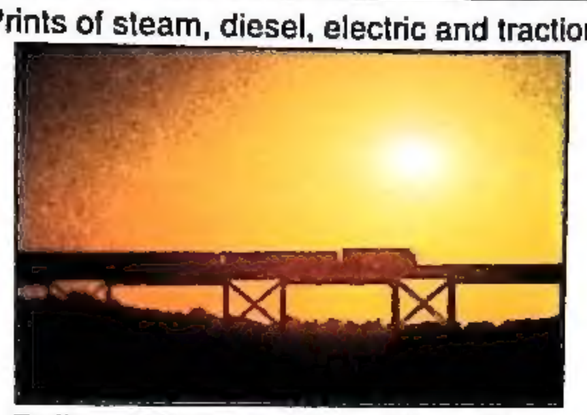

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September 23-24, *proposed* Superliner excursion from Akron, Ohio, to Pittsburgh.
October 14, Medina Loop fall foliage excursion from Orrville to Medina, Ohio.

OSCEOLA, WISCONSIN, August 5-6. Two-day excursion to Marshfield, Wisc., sponsored by the Osceola & St. Croix Valley Railway. Coach fare $150 includes train ride, five meals, bus transportation around Marshfield. First class seating available for $250. For more information call 800/711-2591 or visit *www.trainride.org*.

BOSTON, MASSACHUSETTS, August 7-20. Ontario Explorer departing South Station, Worcester and Springfield via Amtrak's *Lake Shore Limited* to the Algoma Central and Ontario Northland railroads. All-inclusive coach fares start at $1500 per person double-occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

ROCKVILLE CENTRE, NEW YORK, August 11-12. National Association of Timetable Collectors Convention. Convention at the Rockville Centre Holiday Inn, 173 Sunrise Highway. Events include membership meeting, banquet, auction and tour of Long Island Rail Road's movement bureau and timetable print shop. Railroadiana/Transportation show (Saturday 10am-4pm) open to the public, other events require membership. For more information on membership or the convention write NAOTC Convention, P.O. Box 507, Newton, NJ 07860.

MONTICELLO, ILLINOIS, August 12-13. Caboose rides at the Monticello Railway Museum with 50-minute rides in one of seven cabooses. Departs the museum hourly noon-4pm, departs downtown Monticello 12:30-3:30. Fare $7, seniors 62 and older $5, kids 2-12 $5. Information from the Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 800/952-3396.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *ptm@pa-trolley.org; www.pa-trolley.org*) will hold the following special events. Admission (unless otherwise noted) is $6 adults, $5 seniors 65 or over, $3.50 kids 2-15, under 2 free. Contact the museum for complete details.

August 12-19, Washington County Fair; take the trolley to the fair.
October 14-15 and 21-22, Pumplin Patch Trolley; ride orange trolleys and get a pumpkin (kids $4).
October 21-22 and 28-29, Pennsylvania Arts & Crafts Christmas Festival; ride the trolleys to the festival.
November 24-26, December 2-3 and 9-10, Santa Train; kids meet Santa, parents enjoy carolling.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum. The museum's regular admission will be charged unless noted. Contact the Friends for full details.

August 17-20, Railroad Circus Days. Displays by Circus Model Builders International.
October 28, Halloween Haunting. The railroad museum is transformed into a creepy cavern.
November 12, Trains and Troops showcasing the significant role railroads played in times of defense.

REVELSTOKE, BRITISH COLUMBIA, August 18-20. Revelstoke Railway Days with guided photo opportunities, slide show presentations, equipment exhibits and demonstrations and photography competitions. For registration or a schedule of events call 250/837-6060 or 877/837-6060 or e-mail *railway@revelstoke.net*.

EVANSTON, WYOMING, August 19-20. Third Annual Roundhouse Festival sponsored by Roundhouse Restoration, Inc., at the Uinta County Fairgrounds, Bear Drive, featuring 28-stall roundhouse tours, turntable demonstrations, model railroad show, more. Admission free. For more information contact Jane Law, City of Evanston, 1200 Main Street, Evanston, WY 82930; 307/783-6320.

PHILADELPHIA, PENNSYLVANIA, August 20. Work trolley excursion on SEPTA's West Philadelphia streetcar routes using air-conditioned Kawasaki No.9000 (celebrating its 20th anniversary) and an orange maintenance PCC. Numerous photo opportunities of both cars. Trip departs Elmwood car barn at 1pm, returns approximately 6pm. Tickets $35 from Wilmington Chapter NRHS. c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (9am-5pm ET).

DURANGO, COLORADO, August 23-28. Railfest on the Durango & Silverton Narrow Gauge featuring Eureka & Palisade No.4, Galloping Geese Nos.2 and 5 and the debut of D&SNG No.486. Extensive schedule includes multiple runs of all equipment, railroad china exhibit, reception, evening trip to Cascade, yard and shop tours, train movies, photo special chases, more. For complete details and fares contact the D&SNG at 970/247-2733 or visit *www.durangotrain.com*.

CANADIAN NATIONAL 6060 will operate from Stettler, Alberta, on the following dates. Fare will be $60-$70, depending on the trip. For more information contact Alberta Prairie Steam Tours, P.O. Box 1600, Stettler, Alberta, Canada T0C 2L0; 403/742-2811; *www.nucleus.com/Heartland;* e-mail *apsteam@telusplanet.com*.

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October 15, to Big Valley, 40 miles round trip.

DILLSBORO, NORTH CAROLINA, August 26. Smoky Mountain steam-powered excursion to Andrews, N.C., sponsored by the Atlanta Chapter NRHS. Consist includes open cars, regular and deluxe seating; photo runbys will be held. For information and reservations phone 800/872-4681.

BURNET, TEXAS, August 26-27. Travel to the Texas Hill Country Railfair & Festival on the *Hill County Flyer*. Local rail travel from Burnet to 1912 depot in Bertram with *Flyer* meets and photo ops. For more information contact the Austin Steam Train Association, P.O. Box 1632, Austin, TX 78767; 512/477-8468; *www.austinsteamtrain.org*.

HIGH IRON TRAVEL (P.O. Box 50116, Minneapolis, MN 55405; 612/922-7259; *www.highirontravel.com*) will be operating the private cars *Caritas, Cimarron River* and *Pine Tree State* as part of an AAPRCO Convention trip to Winnipeg August 28-September 6. Contact High Iron Travel for complete details and seating availability.

TRAINS UNLIMITED, TOURS, (P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltd-tours.com.*) is sponsoring the following events. Call or write for a complete catalog.

August 29-30, Rio Grande Spectacular photo freight on the Cumbres & Toltec Scenic *(see separate listing).*

September 15-17, White Pass & Yukon Steam Spectacular with three charter trains all steam powered *(see separate listing).*

September 30-October 1, Wisconsin Fall Colors Rail Cruise using Wisconsin & Southern E-units on VIP train *(see separate listing).*

CHAMA, NEW MEXICO, August 29-30. Two-day Rio Grande Spectacular on the Cumbres & Toltec Scenic using both K36 and K37 class D&RGW 2-8-2s. Various freight cars on head-end of train, entire train lettered Rio Grande. Numerous photo stops each day. Fare $333 includes two lunches and overnight lodging in Antonito, Colo. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

STANFORD, CALIFORNIA, August 30-November 12. *Trains That Passed in the Night: The Railroad Photographs of O. Winston Link* at the Iris & B. Gerald Cantor Center for Visual Arts on the Stanford University campus, featuring 79 images of Link's body of work. Open 11am-5pm Wednesday through Sunday, until 8pm Thursday; closed Monday and Tuesday. Free admission. For information phone 650/723-4177; *www.standford.wedu/dept/ccva/.*

STEAMTOWN NATIONAL HISTORIC SITE (150 South Washington Avenue, Scranton, PA 18503; 888/693-9391) will host the following special events Contact the museum for more details.

September 2-4, Rail Expo 2000, A Celebration of Railroading with visiting equipment including the U.S. Postal Service *Celebrate the Century Express.*

November 24-25, Toys for Tots Santa Train; children donating a new, unwrapped gift ride with Santa free

December 10-20, *The Polar Express* comes to life.

LINCOLN, NEW HAMPSHIRE, September 8-10. Railfan Weekend at the Comfort Inn & Suites - Loon featuring excursions on the Mt Washington Cog Railway, Winnipesaukee Railroad and White Mountain Central, five-course meal on the *Cafe Lafayette Dinner Train*, Sunday brunch cruise, two continental breakfasts and one dinner, slide show on logging in Lincoln and an autographed copy of *J.E. Henry's Logging Railroads* by Bill Grove. Package cost is $279 per person double-occupancy For reservations and information call 888/589-8112 or visit *www.comfortinnloon.com.*

DUNELLEN, NEW JERSEY, September 9-10. Steam excursions to High Bridge, N.J., for Dunellen Railroad Days with Susquehanna 2-8-2 No.142. Coach fares $12 adults/$6 kids; deluxe fares $16/$10; dome seating $40. Train departs Dunellen each day at 10am, noon, 2:30pm and 4:30pm. Major credit cards accepted for ticket orders by phone at 877/TRAINRIDE or online at *www.877TRAINRIDE.com.*

PINE CREEK RAILROAD (P.O. Box 662, Allaire, NJ 07727-0622; 732/938-5524; *http://homestead.juno.com/crawsat/pinecreekrr.html*) is holding the following special events. Train fare for all events is $2.50 unless otherwise noted. Contact the railroad for more information.

September 10, Annual Railroaders Day. Everything that runs, does. Multiple steam and diesel trains, shop tours, displays, more.

October 14-15, Fall Foliage Express.

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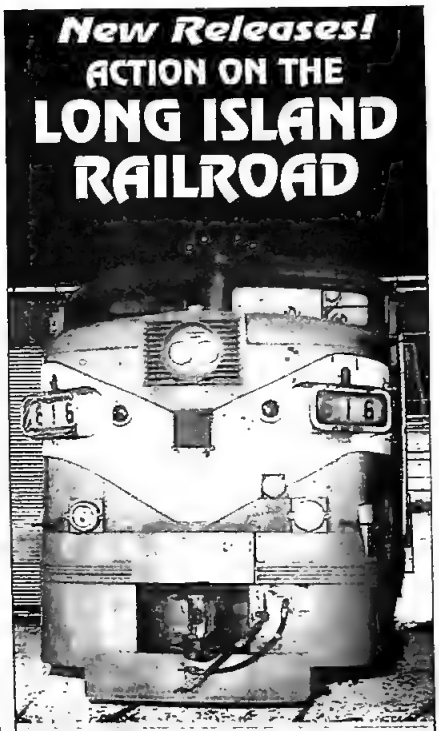
CARCROSS, YUKON, September 15-17. White Pass & Yukon Steam Spectacular featuring two steam locomotives, shop tour, mixed train consists and plenty of photo runbys. Fares start at $1145 including air from Vancouver, $845 without air. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

TENNESSEE VALLEY RAILROAD (4119 Cromwell Road, Chattanooga, TN 37421; 423/894-8028; *info@tvrail.com;*



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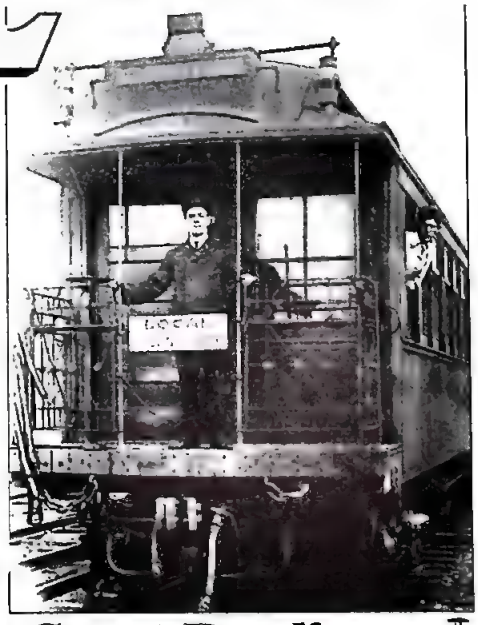

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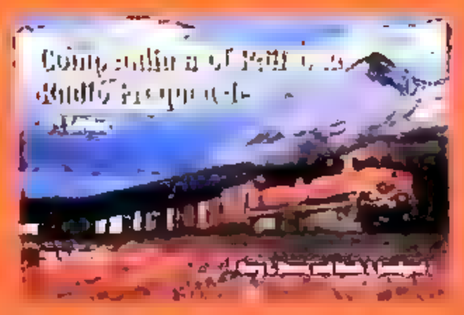

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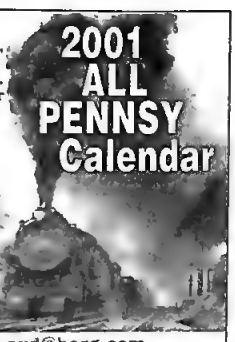

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September 16, Rails-to-Wings Special to LaFayette for annual fly-in and aircraft displays.

October 7, 14, 21, 22, 28 and 29, Autumn Leaf Specials to Summerville with a runby and visit to the Walker County Regional History Museum.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwr.com*) is holding the following special events. Contact the railroad for complete details:

September 16-17, Great Train Robbery.
October 13, Mixed Freight *(see separate listing).*
October 28-29, Halloween Special.
November 24-26, December 2-3 and 9-10, Santa Express.

MOUNT SHASTA, CALIFORNIA, September 17. Ride from Mount Shasta to Burney (57 miles) behind 2-6-2 No.25 (and 2-8-2 No.18 if available). Several photo stops planned, passengers ride in standard weight dining cars or open-air cars. Trip originates and terminates in Redding with connecting bus to Mount Shasta. fare $239 includes bus connection, continental breakfast and hot lunch. For more information contact Central Pacific Coast Rail Excursions, Box 816, San Jose, CA 95155; *www.goldenstaterails.com.*

CASS, WEST VIRGINIA, September 25, 26 and October 2. Three one-day excursions on the Cass Scenic and Greenbrier, Cheat & Elk Railroads sponsored by the Mountain State Railroad & Logging Historical Association. Trip leaves Cass 10am, returns approximately 5pm. Shays run to Spruce, down Shaver's Fork of the Cheat River and to the "Big Cut," highest standard gauge main line east of the Rockies. Trip fare includes lunch. For prices conact Bob Hoke, c/o Excursions, 6304 Kaybro Street, Laurel, MD 20707-2621.

PORTLAND, OREGON, September 27-October 1. Southern Pacific Historical & Technical Society convention with programs, clinics and tours of Gunderson Rail Car Builders, Portland Union Station, Brooklyn Yard roundhouse, a steam powered sawmill, SP 4449 under steam, more. Convention open to all. For more information contact Charlie LeCain, 11724 S.E. Division Street, Portland, OR 97266; 503/761-1822; *www.sphts.org.*

KENNEBUNKPORT, MAINE, September 30. Seminar on "Restoration and Preservation of Wood Finishes and Decorations in Antique Vehicles" by Merri Ferrell at the Seashore Trolley Museum. Seminar includes walk-through tours of oldest cars in STM collection, trolley rides and a catered dinner. Registration fee $55; send name, address and affiliation to Seminar, Seashore Trolley Museum, P.O. Box A, Kennebunkport, ME 04046-1690.

WAUKESHA, WISCONSIN, September 30-October 1. Wisconsin Fall Colors Rail Cruise to Prairie du Chien using Wisconsin & Southern's E-units and business train. Several photo stops and runbys each day, overnight stop in Prairie du Chien. Round trip coach fare $199 (includes lunch each day), $109 kids 4-15, one-way and first class available. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

WHIPPANY, NEW JERSEY, October 1. Pumpkinfest at the Whippany Railway Museum with frequent departures starting at 12:30pm with *Pumpkinliner* RDC. Fares $7, kids under 12 $4. For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

PORTLAND, OREGON, October 6-8. Snake River Adventure chartered Amtrak train to Lewiston, Idaho, along the Columbia and Snake Rivers with 70 miles on the main line of the Camas Prairie Railroad through the Snake River Canyon (photo stops planned). Several events on Saturday including two trips on the Lewis & Clark Dinner Train (40 miles on a Camas Prairie branch) with a motorcader bus. All railroad approvals have been obtained, final details and costs being negotiated. For more information visit *www.goldenstaterails.com* or phone 408/278-5051.

CORNWELLS HEIGHTS, PENNSYLVANIA, October 7-8. Two-day trip to the East Broad Top Fall Spectacular at Orbisonia, Penn., via deluxe motorcoach. Fare of $130 includes weekend pass on Rockhill Trolley Museum rides, three trips on the EBT, trolley and EBT shop tours, lodging and Sunday breakfast. Send check payable to Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

RINGOES, NEW JERSEY, October 13. Mixed train on the Black River & Western. Train leaves at 10am, return time depends on volume of freight movements. Photo runbys and stops depends on weather and time available. Box lunch available or bring your own. Limited seating, advance ticket sales only for $25 from Black River & Western, Attn. Mixed Freight, P.O. Box 323, Ringoes, NJ 08851. Information phone 908/782-6622 or visit *www.brwr.com.*

SANDPOINT, IDAHO, October 14-15. Round trip excursion to Plains, Mont., each day sponsored by the Greater Sandpoint Chamber of Commerce and American Spirit (formerly Montana Daylight Rail Tours). Tickets $99 per person. For information call Susan Kiebert or Bill O'Connor at 208/263-0887.

PERRIS, CALIFORNIA, October 14-15. Pumpkin Train at the Orange Empire Railway Museum with a ride to the pumpkin patch. Fare $10 adults, $7 kids 5-11, under 5 free, includes all-day pass on museum trolleys and a free pumpkin. For information or reservations contact the Orange Empire Railway Museum; P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

CAMPO, CALIFORNIA, October 22. Steam-powered mixed train over the San Diego & Arizona Eastern with SP 4-6-0 2353. Numerous runbys, meets with "Black Widow" GP9, box lunch and museum and shop tour. Fare $70; for reservation form contact San Diego Railroad Museum, 1940 Mixed Train, 2414 Manzana Way, Spring Valley, CA 92139; 619/595-3030.

CUMBERLAND, MARYLAND, October 23. Chartered photo freight on the Western Maryland Scenic using 2-8-0 No.734. Over 30 runbys including Helmstetter's Curve, Brush Tunnel and more. Trip limited to 70 passengers, fare $80 adults, $65 kids 5-12. For information and ticket availability call Carl Franz at 301/942-6197 or write to Photo Special, Carl Franz, 4704 Aspen Hill Road, Rockville, MD 20853.

WHIPPANY, NEW JERSEY, October 28-29. Halloween Express at the Whippany Railway Museum with train departures hourly from noon to 4:00pm. Fares $8, kids under 12 $5, babes-in-arms free. Reservations strongly recommended from the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. For additional information call 973/887-8177 or visit *www.WhippanyRailwayMuseum.org.*

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Mexico, November 11-19. Copper Canyon train from Nogales.

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33407; 561/TEL-TRAK) is sponsoring The Trains of Europe, **September 2-24.** Trip covers ten nations, 70 trains, rail ferries, Rhine voyage. Most nights spent in first class compartments, with some hotels. Fare $2987 includes all transportation (except air fare to Europe), admissions, banquets, 975-page book "The Trains We Rode" and more. Deduct 10% from tour fee for each person you bring with you; non-refundable downpayment of 10% required one month before departure. Contact T-Rail Tours for more information.

RAILROADIANA MEETS

ATLANTA, GEORGIA, August 19. Southeast Railroadiana Collectors' 23rd Annual Railroad Collectibles/Model Train Show at the Georgia International Convention Center, 9am-4pm. Admission $5, kids under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

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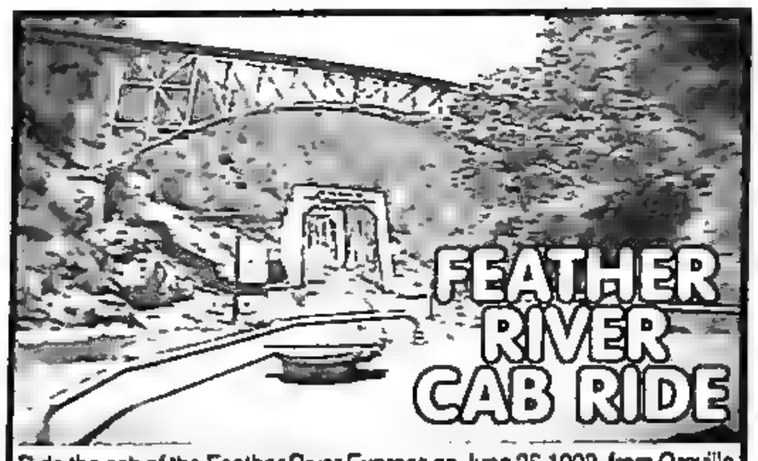

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Letters from readers

The Inland Empire

I thoroughly enjoyed Thomas Hillebrant's article on the Palouse River & Coulee City Railroad in the April 2000 RAILFAN & RAILROAD. I lived in Moscow, Idaho, from 1952 until 1957, and I maintain a strong interest in the railroads in that area. The article certainly brought me up to date. I also appreciated the photography; while the Palouse region has its own stark beauty, it is often a challenge to come up with interesting photos. The author and the other photographers are to be commended.

I'd like to offer some minor additions to the material on Northern Pacific's P&L line. During the time I was in Moscow, the *Highball* usually operated with an F7 A-B-B-A set; it was an impressive sight. The daily passenger run from Spokane to Lewiston and back, before the Budd car went in service in early 1955, was a three-car train usually pulled by a Geep, but occasionally by steam. Steam also showed up from time to time on the NP local freights.

Incidentally, the Union Pacific also had passenger service into Moscow at that time, a two-car train (dubbed the *City of Moscow*) that ran to Ayer Junction, where it connected with Spokane-to-Portland service. In the first several years that I was in Moscow, that train was almost always pulled by steam. Later Fairbanks-Morse roadswitchers took over that task.

Thanks for a fine article on a part of the northwest that doesn't get much attention.
ROBERT J. WEISS
STAUNTON, VIRGINIA

The Smoky Mountains are great

I just picked up the July 2000 R&R and nearly dropped my jaw when I saw Ernest H. Robl's great article on the Great Smoky Mountains Railway. His directions for railfanning the route were precise, but I would like to add that to follow the route from the Nantahala Gorge west to Andrews, you should continue to traverse U.S. 74. Make sure to head for Topton, where the railway tops one of the steepest grades in the East (over five percent) on an S-curve. I would also like to say that the new owners, American Heritage Railways, are doing a great job with the line. Several crossings now have gates and lights, almost all the passenger cars and diesels have been repainted in matching tuscan and yellow, 2-8-0 No.1702 has been repainted in a basic black and graphite scheme and the operations are more professional than ever. They also announced year-round service for 2001. The future looks bright for this scenic line.
JOHN HIGGINSON
ARAB, ALABAMA

F40 correction

There was a minor error in the listing of F40's which appeared in the April 2000 issue. Nos.370 and 382 were not leased to NJ Transit, but were sold to Metro-North for West of Hudson service. They were delivered in January and February of this year after being overhauled at Altoona, and are in service as Nos.4191-4192.
RANDY GLUCKSMAN
NEWS EDITOR, N.Y. DIVISION ERA BULLETIN
VIA THE INTERNET

Yeah, but where *are* we?

Tom Dressler's story "The Light Green Beetle" in the May 2000 R&R brought back "not so great" memories of similar incidents in my 25 years with the New York Central. This letter has nothing to do with "my story." He mentioned Chillicothe, Ohio, and I heard that years ago, a guy and his family stopped in said town for lunch on the way west. When he was paying the check he asked the waitress, "How do you pronounce the name of this place?" She said *"Buuuurrr-Gerrrr Kiiing."*
RICHARD J. PHALEN
CHEEKTOWAGA, NEW YORK

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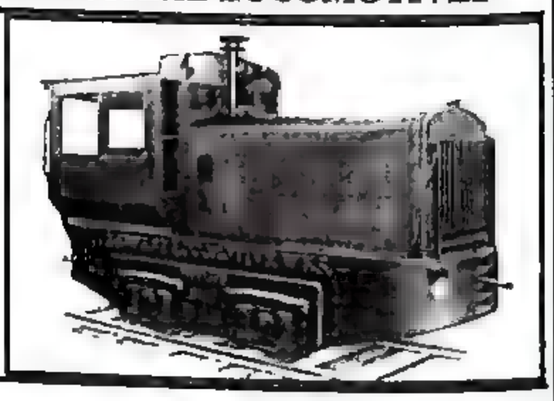
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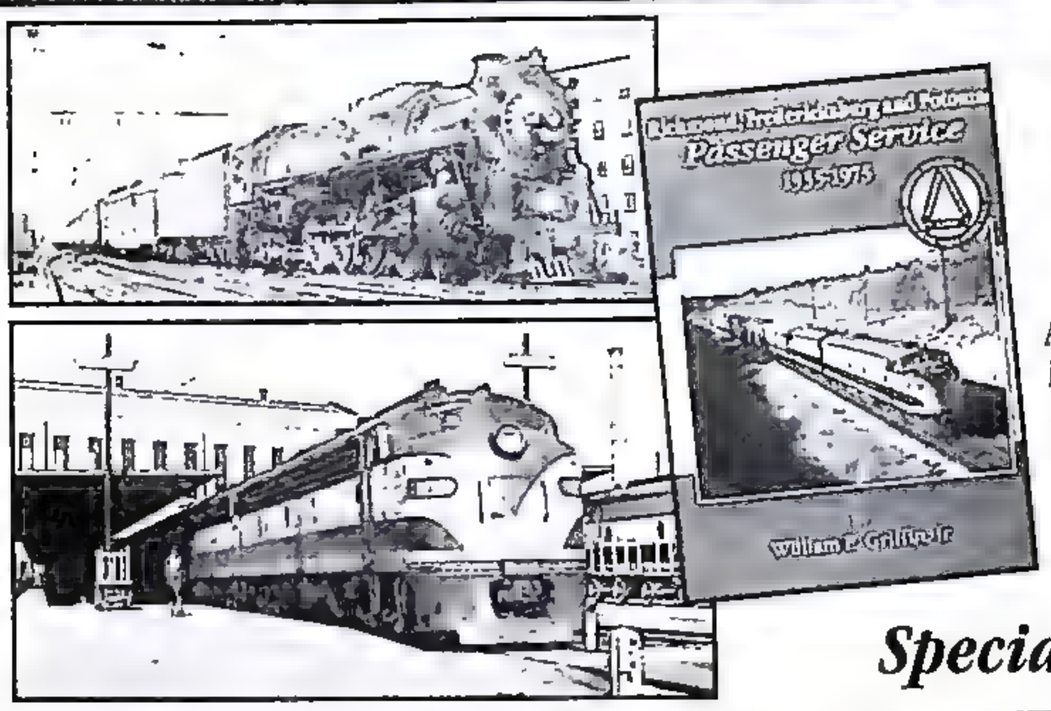

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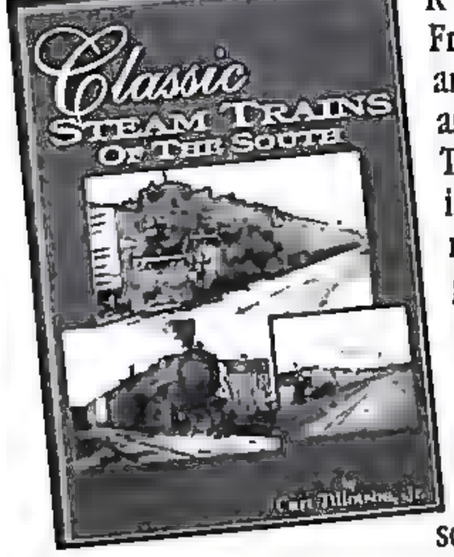

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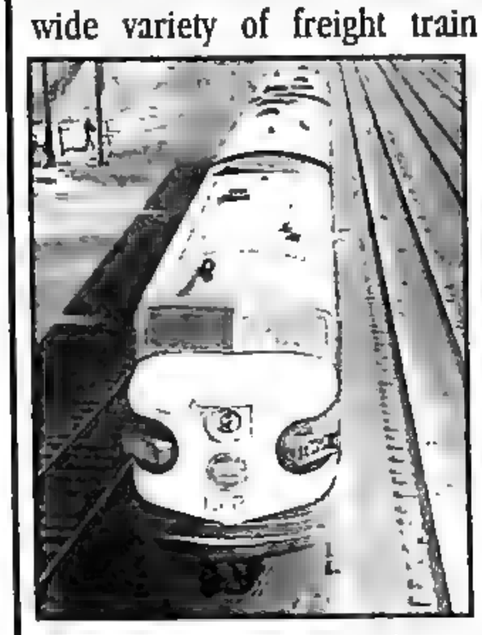

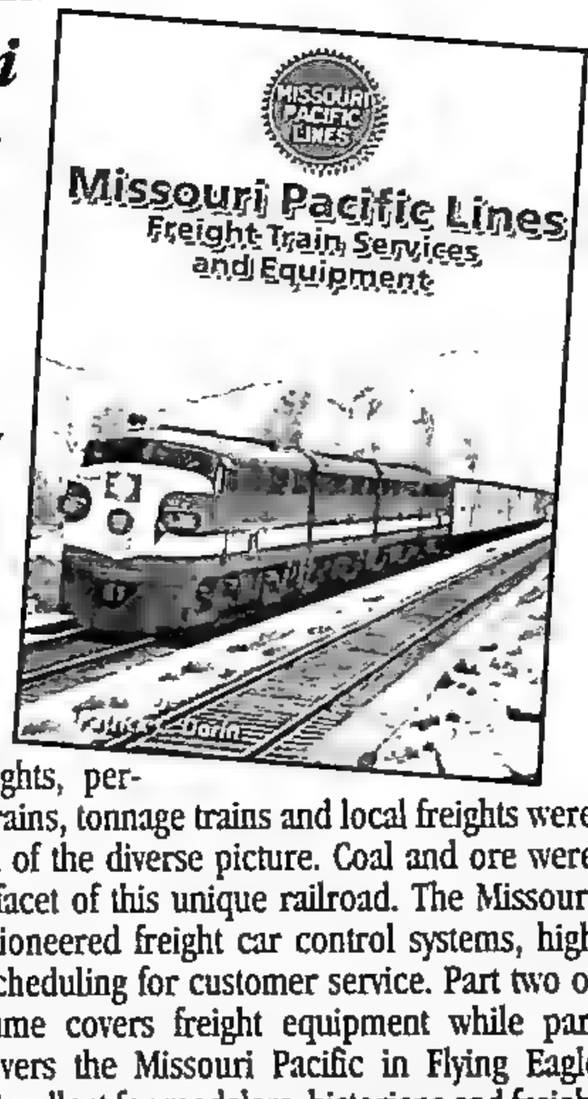

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The Engineer's Seat

Recollections on life in the cab

by THOMAS D. DRESSLER

The Rider

"HIGH-WIDE" TRAINS, which, in most instances, carry unusually high and/or wide loads, are generally a bothersome (read: a real pain in the fanny) quantity for most railroaders. The vast majority of the High-Wides were handled in regular time freights with only a few in special movement trains.

When you were called for one of these trains, you immediately figured you were in for a bad run because of the many added restrictions placed on these trains. They usually carry reductions on top speed and reduced curve speed limits, and must reduce speed to a crawl at certain locations such as low or tight clearance bridges, tunnels and overhead viaducts. Not only this, but with a High-Wides train you were the lowest form of "trash train" on the railroad and you could expect to be sidelined for the more important trains.

And the rule that drives many guys up the wall is "do not pass or be passed by other trains or equipment on curved track!" If you were lucky and your timing was right on this last restriction, you could pass opposing trains at one of the old center passing track locations (explanation below), extensively used by the N&W in years gone by, or at an intermediate yard areas.

Where you would normally sit back, as with a long, heavy coal train, relax and let her rip, on the High-Wides, you had to keep all of the normal slow orders in mind as well as the added restrictions, and you have to keep in close contact with other trains to enable passing on straight track and otherwise comply with Special Instructions. Thankfully a few trains which were designated as High-Wides were not necessarily restricted, but were referred to as such because this type of movement resulted in premium charges to the shippers. After all, the company is in business to make a profit.

The most objectionable such train I ever operated was restricted to a top speed of ten miles per hour all the way from Portsmouth to Waverly, Ohio — 30 absolutely booooring miles. Carrier officials monitored such moves closely and, at one location with this train, I let the speed sneak up to twelve m.p.h. and the next thing I knew I heard over the radio, "Tommy Overspeed, what is your speedometer showing?" I knew at that moment they had the radar on me, so I never said a word but put the independent (locomotive) brake on ever so lightly and dropped her back down to ten. I kept it right at nine or ten the rest of the trip. True, 30 miles may not sound like a very long distance, but at ten miles an hour it seems like forever.

Additionally, we were permitted to pass other trains only at wide locations as mentioned above. Luckily, the only other train we encountered on that trip was at the old Dugan "middle track" location, two miles north of Lucasville, Ohio.

(Please allow me to digress for a few lines. For those of you not familiar with the old N&W, standard practice was to place "middle track" sidings at several locations on each district. Such sidings had a "crotch" or "Y" switch at each end, and trains could enter the siding from either the east- or westbound track. By using these "middle tracks," trains in either direction could pass other trains.)

Okay, back to the High-Wide train — this load consisted of a long and extremely wide boiler shell which was going to a new furniture factory under development at Waverly. Due to the exceptional width, the shell was off-set to the left, or "gauge," side of the double track. It was loaded on two long flat cars and was restricted to ten m.p.h to prevent rocking of the cars, which would undoubtedly have resulted tipping because of the uneven loading required for clearance. This boiler had been off-loaded from a river barge on the beautiful Ohio River at Coal Grove, Ohio, and moved to Portsmouth by a Kenova District crew, then up the Columbus District to Waverly. We were told this boiler shell, and an identical sister, were the largest loads ever moved on the Kenova and Columbus Districts of the old N&W.

However, one other High-Wide train I handled was an unusual move and a big thrill to run. I had only been promoted to "The Big E" (engineer) for eight or nine months when, early one afternoon, I was called for an "Xtra West" out of my home terminal of Portsmouth to Columbus, Ohio, on the Columbus District of the Scioto Division. Upon "call," the crew caller could give us no information on the train, which is usually not the case. The callers, if possible, did their very best to keep us fully informed as to what type of power, how many cars and other details of the train for which we were being called.

Upon arrival at the register room, we were informed that this particular train was designated as a "Special Movement High-Wide" train but with very few restrictions. The caller told us our train was coming into Portsmouth off the "Peavine" (Cincinnati District) and we would be taken by company van to the Scioto Division headquarters building to change crews. We were to have one diesel unit, two "emty" and one loaded flat car and two cabooses — one on either end of the flat cars, and that was the extent of the "train."

After conferring with the "roundhouse," as the service building was still called here at Portsmouth, I was told the engine was No.507, one of the old Tuscan red "red bird" passenger-equipped GP9s which was now in Pevler blue. Surprisingly, the unit was still looking pretty nice after several years of service in the blue carbody and black trucks and underframe passenger paint scheme with ScotchLite yellow reflective "half-moon" heralds, frame-level side-stripe, cab-side number and carbody lettering.

The special train consist was as follows: the GP9, one very late steam era (and

recently shopped and painted) Class C-3 caboose, one old, yet still roadworthy, emty N&W 40-foot Class FD wood-floored flat car, the special shipper-owned, depressed-center car, another emty FD flat and finally a much older, mid-steam era, worse-for-the-wear Class CG steel caboose. The two cabooses were provided in order to save switching moves. The drop-center flat car was riding on six-wheel, Buckeye heavy-duty trucks and was carrying a huge multi-million-dollar, tarpaulin-covered milling machine from Cincinnati Milacron, a large, machine tool manufacturer in the Queen City. The shipment was consigned to a firm in the Cleveland, Ohio, area and we were informed that there was a "rider" from the builder in one of the cabooses. Riders often accompanied cargo of this type, as the shipper wished to make certain there were no problems with vandalism, to be present in the event of a problem and to watch over the move in general.

Upon arrival at Portsmouth off the Peavine, the train was spotted on the No.1 passenger track in front of the depot, with the engine on the east end of the train (naturally the wrong end for our westbound direction as it had been an eastbound move on the Cinncy line). After we relieved the Cincinnati District crew, and visited a few moments, as do most crews during such changes, we cut the engine loose, moved to the east end of the depot tracks, crossed over to No.2 passenger track and ran around the short train. After coupling up, I changed operating sides (the unit had dual controls) to be in the proper position leaving town. Following the federally-required initial terminal automatic air brake test, we crossed over from the station lead to the eastbound main and thence to the westbound main line at the west end of the depot area and headed west — north by geographical direction.

After the fast turn-round and quick brake test, we proceeded west towards the Joyce Avenue terminals up the "Valley." (The Columbus District of N&W was more commonly known as the "Valley," as it paralleled, crossed and re-crossed the Scioto River and its valley for most of the 100 miles between Portsmouth and Columbus). The train, even though it was a special High-Wide train to be operated under the usual carrier operating rules, had no additional hindrances included in our orders except for the admonition that we were to watch the load closely for any problems and handle with care. With only these special instructions, we could run at the then-normal track speed of 65 m.p.h. (which some of we "highwheelin'" engineers stretched by five or six m.p.h. if the occasion presented itself). Because of the value of the shipment, I was surprised there were no brightly-color dollar signs imprinted on our special instructions!

Leaving Portsmouth, the rider and all of my train crew were riding in the clean C-3 caboose right behind the engine as they wanted nothing to do with the old beat-up CG cab, leaving me all by my lonesome (in violation of N&W Operating Rules of course — if another crew member was present, he was to be occupying the fireman's seat) in the controlling engine. As I motored — could one call it "motoring" at 67 m.p.h. with such a short train? — through Lucasville, ten miles north of Portsmouth, I

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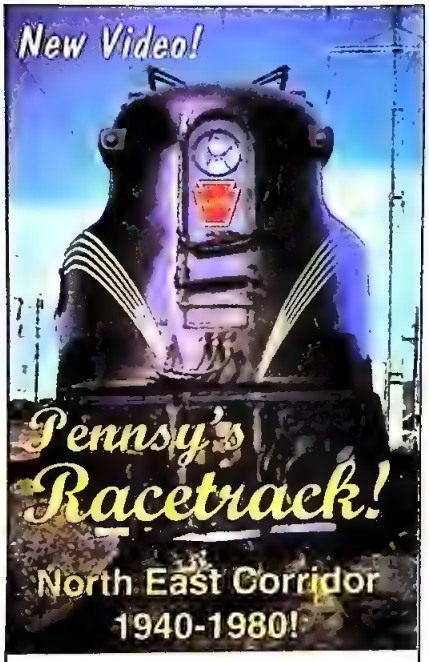

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crossed over to the fireman's side of the cab to look back and inspect the train on the broad left hand curve just north of town. At this time, I noticed one front corner of the heavy tarp covering the very expensive load had pulled loose and was flapping in the high speed "breeze." I stopped and we helped the rider tie the cover down more securely. As we prepared to depart, he stated that they had had no such problems on the Peavine but, of course, their maximum allowable speed for freight trains at that time was several miles per hour less than we were allowed on the Columbus District.

With the tarp again affixed firmly to the machinery, and with the only good, long-range radio being located on the engine, I called our dispatcher at Portsmouth and, as soon as I heard his voice, I knew it was one of the "Nervous Norvis" types who worried about anything and everything. This poor guy could make up things to worry about — it seemed that this fellow searched diligently for additional things with which to be apprehensive. I simply could not resist giving him a little jab so I told him we "had stopped just west of Lucasville" and, to add a little spice to his life and rattle him a little, I stated that "the 'thing' had fallen off the flat car." Following my remark, there was total dead silence on the radio for several seconds and then, in a weak voice, the DS asked, "What 'thing' had fallen off?" I then replied the tarp had come loose and we had stopped to tie it down. You could hear him utter a huge sigh of relief — then he made a very un-nice, almost silent, comment about a certain newly-promoted engineer being just a little too smarta–ed for his own good.

After this exchange, we proceeded westward again and, while passing thru Omega eight miles west of Waverly, I could hear a steel-on-steel thumping cacophony, and when I turned around in an attempt to discern the source of the unusual clatter, I noticed the rider was out on the front platform of the caboose, hanging on with one hand with a steel hammer in the other, leaning over the gap between the caboose and engine and was beating on one of the end hand rail stanchions of the unit trying to get my attention. At first I was highly concerned that something had gone awry, and I eased back on the throttle. I then opened the cab door, stepped out on the rear platform of the unit to ask if there was a problem. He said, "No, but could I possibly ride the rest of the way to Columbus on the engine with you?" to which I said, "Most certainly. I would love the company." I slowed her down to a crawl, unfastened the safety chain over the end walkway of the unit and he climbed over to the locomotive. The fellow said he had never ridden on an engine before and wanted to see what it was all about. I took that as my cue — I gave him a fast ride I am sure he still recalls to this very day.

On the long straight stretch between Circleville and Ashville I let him run a few miles and he was thrilled to death. He asked hundreds of questions. But what he didn't realize was that, when I was running, I would run right up to a posted curve speed board and not touch the automatic air brake until the last second, all the while muttering under my breath just loud enough for him to hear me that I "hoped the danged thing would slow down enough for the curve as I don't want to overturn such an expensive shipment." Of course, I knew my speed would be exactly on the posted speed restriction but I didn't want our passenger to know that. I wanted to scare him just a little and it worked perfectly — at each of those restricted curves, he had a wild look in his eyes like he was not quite sure of my train handling abilities. It was my ornery nature to try to add some worry to the lives of passengers riding with me. We didn't get too many passengers riding with us, and we took delight in giving them cause to squirm in their seats.

The rest of the run was uneventful and, as I climbed down from the GP9, the rider thanked me and said it had been an exciting ride. As we changed crews at Columbus, I told the outbound Sandusky District crew that the rider would like to ride the engine with them if possible and, sure enough, when they left town, he was securely entrenched in the fireman's seat with a great big smile on his face and a friendly wave of thanks for my letting him ride on the engine.

Needless to say, I knew just how he felt. No matter what type of train I had, I was thrilled to be on an engine of the Norfolk & Western Railway, and the best part of it was that I was being handed darned good money for the privilege of riding and running locomotives lettered for my favorite railroad. Not too shabby a situation in life, I might add.

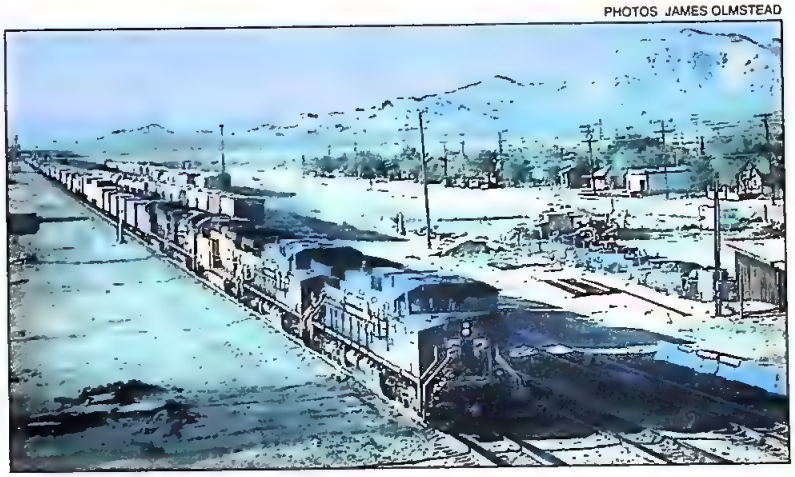
As we entered the Register Room at Joyce Avenue, the yardmaster asked us if we wanted to "double back" on an emty train. Naturally, we all gave him a resounding "yes!" (The term "To Double Back" meant to turn at the terminal, get on another train and return to your original terminal with no rest. Of course this meant more time on duty but, in our case, when we got off the second train we would be back at our home terminal). The "YM" told us there were two SD40s and a GP9 waiting for us on the "pit," to leave via the "top," or west end of the pit tracks, get our caboose off the "drill" in front of CW Tower, run "lite" to Watkins Yard at the south edge of Columbus, grab 200 emty coal hoppers and head for home.

The emty train rolled along at 42-plus on level ground, eased up to about 50 downhill and was a really sweet running, albeit slower, train than that of our westbound trip. We were on duty for a total of nine hours and five minutes — not too bad for two full days' pay.

We received two full 100-mile days pay as we had gone into, and out of, our Away-From-Home-Terminal. On this part of the old N&W, had we turned at Watkins Yard — which was not considered as part of the Joyce Avenue terminals and thus not the "away" terminal — we would only have received 195 miles, as any job that turned short of the opposite terminal was paid on a straight mileage basis. Thus, 195 miles paid quite a bit less than two full days, as any mileage over 100 miles was paid at a lower rate.

Not only did the rider get a thrill, I had the opportunity to shake him up a little — which delighted me to no end — and it paid me very well, and I was home at the end of the run.

PHOTOS JAMES OLMSTEAD



UNION PACIFIC ACTION *on April 24th, as viewed from the new Oak Creek Road overpass in Mojave, California (**above**). One of three "camera ports" on the new bridge (**below**).*

Overpass "Camera Ports"

THERE IS A SITUATION arising around the country at the bridges and overpasses railfans use to view and photograph trains — the fence! As our favorite bridges for photography are refurbished, replaced or new ones built, current Federal Law mandates that a large chain link fence be put along the structure to protect traffic below, whether it be trains or vehicles. Sticking a camera lens between the chain links is virtually impossible, but some places have acknowledged the problem and made a gracious attempt to accommodate photographers.

In Mojave, California, a new bridge was constructed at the west end of the Union Pacific yard in town to bypass a road crossing which was eliminated. Now a new vista has been created, a perfect perch for railfans to view the action on the east side of the Tehachapi Mountains. Unfortunately, an eight-foot tall chain link fence borders both sides of the bridge. But, thanks to the local newspaper and a county supervisor, portholes framed with steel were constructed big enough to stick a camera lens through. Three in all were placed across the "walkway side" of the bridge. Unfortunately, the ports were excluded from the opposite side, with a great view of the Tehachapi Mountains, due to the absence of a walkway and the safety factor of standing in a lane of traffic. It's certainly a positive start, though, to a problem that will become more common. The people involved in Mojave should be commended.

Likewise, when the famed "iron bridge" over the throat of Enola Yard near Harrisburg, Pennsylvania, was replaced a few years ago, the designers left a "gap" in the chain link fencing about five feet off the sidewalk, preserving the bridge as a photo location.

Another very popular and historic bridge is slated to be replaced this year, namely the Jackson Street Bridge in Gallitzin, Pennsylvania, which is adjacent to a railroad park and overlooks the western portals of the new double tracked Allegheny Tunnel and the abandoned Gallitzin Tunnel. Specs for the new bridge include an eight-foot tall chain link fence, which will certainly obstruct the view of the famous tunnels. As of this time, nothing has been reported on the status of the project, but locals have expressed concern for photographers and the possibility of installing "camera ports."

This type of situation will occur more and more frequently given the current highway regulations. If you know of any place that fits in this category, existing and future bridges included, talk to the local officials. I'm sure most would be willing to help, especially in the more popular spots. Most importantly, in the interest of good community relations and future "camera port" consideration, be safe and leave nothing behind but footprints. — *JAMES OLMSTEAD*

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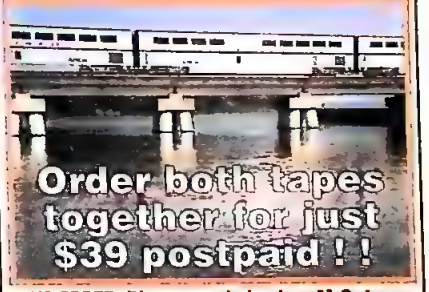
Our second hour chronicles one day at Greenwich, busiest spot on CSX. Here cross the former B&O main with the old "Big Four" line, now part of CSX's principal line between Chicago and New York. A grand day out, for sure!! $24.00 Postpaid.



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New product news and reviews

BOOKS

The Malbone Street Wreck

By Brian Cudahy. From Fordham University Press, University Box L, 2546 Belmont Avenue, Bronx, NY 10458. 144 6"×9" pages. Hardcover $32.50; softcover $19.95

The Malbone Street wreck is what author Brian Cudahy calls a quintessential Brooklyn story. The deaths of 93 people in the worst subway wreck in American history is part of the lore and folklore of Brooklyn, along with such wonders as the Dodgers beating the Yankees. The story of the wreck is so well known in Brooklyn that, shortly after the wreck, the name Malbone Street was changed to Empire Boulevard as if to erase the stigma of what happened.

The wreck occurred on November 1, 1918, to a train of the Brooklyn Rapid Transit or BRT. The train was operating on the Brighton Beach line, which was in a somewhat different configuration in 1918 than it is at present. It was a time of tension as most everyone knew that the First World War was about to end. There was a strike of operating personnel of the BRT and the motorman was Billy Lewis, a crew dispatcher for the line. Crew dispatcher on the BRT was really a clerical position, and Billy Lewis was not his real name — it was Edward Luciano. (At this time, people with foreign names were not always accepted.)

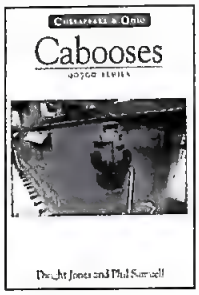
The wreck occurred at the point where what is now the Franklin Street shuttle came downgrade from an elevated structure that led from the Fulton Street elevated line into a tunnel under Prospect Park and then into the open cut section of the line. The subway had not been completed and so the elevated structure was still used. There was a sharp curve in the tunnel and Luciano's train took the curve much too fast. Some cars derailed and a wooden car loaded with passengers was shattered against the concrete wall of the tunnel.

The whole story and all the background is told in this excellent book. It starts with a discussion of the railway itself and how it came to be, including all the predecessors that served the section of Brooklyn between the downtown area and Coney Island. Another chapter discusses the strike and the reasons for the walk out. There is then a biographical section on motorman Luciano and the limited training he received to operate a train and why he was pressed into service at the time. The accident is then described in detail and the entire trip of the ill-fated train is followed from Kings Highway Yard where it originated into the Brooklyn Bridge station in Manhattan and then back out along the Fulton Street line, a missed junction on to the Franklin Avenue line and then down along that line and into the tunnel and the wreck. There is a vivid description of the rescue of the survivors and then coverage of the investigation and trials of the persons involved in the wreck, including Luciano's bosses.

The book is extremely thorough and written in a vivid style that catches hold of the reader and makes him want to turn the page to find out what happened next. It is also a cautionary tale and follows the dictum that an accident usually has more than one cause. Once you read this book you will understand why the Malbone Street wreck is a part of the lore of Brooklyn. — *GEORGE M. SMERK*

Chesapeake & Ohio Cabooses: 90700 Series

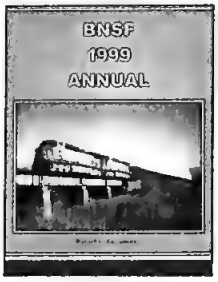
By Dwight Jones & Phil Samuell. From Kokosing Gap Trail, P.O. Box 129, Gambier, OH 43022. Softcover, 48 8½"×11" pages; $8.95 plus $3.05 shipping.



Covering the history of C&O's 90700-series fleet of wood-sheathed cabooses with extensive research apparent, the authors have compiled a complete account of all 100 cars in the series, will a full roster detailing the disposition of each one. Photographs of the cars, both in service and in restoration, provide ample detail for caboose fans and modelers, as do company diagrams, paint scheme information and even lettering variation details. The 90700 series was significant in that it was the first batch of "modern" wood cabooses on the C&O and set the design standard for many additional cars built in later years. Given their significance, the cabooses have received a fitting tribute with this nicely put together publication. — *G.F.*

BNSF 1999 Annual

By Robert C. Del Grosso. From Great Northern Pacific Publications, Route 4, Box 627A, Bonners Ferry, ID 83805. Softcover, 128 8½"×11" pages; $38.95, includes shipping.



The latest edition of this annual release continues the tradition of excellence set by previous issues. Beginning with an essay highlighting the top events on BNSF during 1999, it moves on to a wrap-up of traffic detail by commodity. As always, thorough locomotive roster information, including renumberings, repaints, dispositions and retirements, is provided in detail. This year, additional essays and rosters focus on refrigerator cars, insulated boxcars, cabooses and Jordan spreaders. A 16-page color photo section rounds out this "must have" for fans and observers of the BNSF. — *G.F.*

Videos

Reviews of new releases

Union Pacific's Triple Track Main

Highball Productions, P.O. Box 90046, Tucson, AZ 85752-0046, 800/345-6985; 120 minutes, $35.95 plus $3.50 shipping.

With intermodal, stack, coal and even regular manifest traffic booming, Uncle Pete is adding a third track to its eastern Nebraska raceway and straightening some old curves in order to keep the trains rolling smartly. This area is another paradise for train watchers who like a lot of frequent action (about five trains per hour) pulled by big modern power, albeit without the scenery and grades of Horseshoe Curve, the Tehachapis or the Columbia River Gorge.

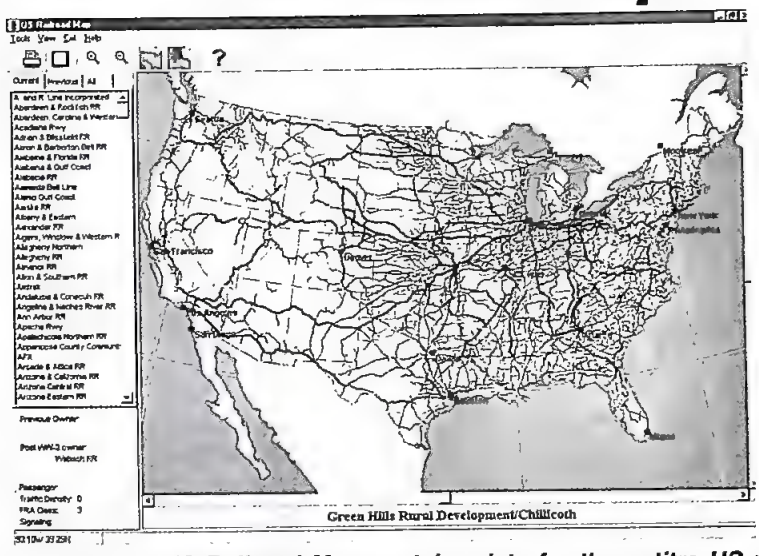
Having heard about North Platte's Bailey Yard for years, it is a nice touch to start the program with aerial coverage of most of its seven miles. The rest of this 1998 tape is spent moving slowly eastward along 110 miles of the transcontinental route, viewing the heavy traffic, third track construction and realignments being done along the way. With the track mostly straight, and the tape shot in the summer, there is only so much one can do photographically to add variety to the program, but there are nice touches every now and then in this almost purely runby-oriented tape. Pure telephoto as well as follow-zoom shots are liberally used, and you'll find numerous meets, railway structures, grain elevators and the setting sun to add variety. There are occasional across-the-field pans and overhead shots. We also over fly over the nice "S" curve being straightened, called Buttermilk Curve, to comprehend the size of the task. Of course, there is liberal lineside coverage in its old configuration as well. Narration is rather infrequent and generally confined to describing the locomotive types seen. Technically, the tape is fine. With the scenery and locations available on this line, the producers did about the best anyone could here without spending several seasons. I would rate this a good view for runby-hungry fans interested in recent traffic movements on the Overland Route. Others might find this a little bit oversaturating if they want a more visual variety in what they are watching over a long program. — *Tom Kelcec*

Great Shortlines West

Charles Smiley Presents, 18351 Blackhawk St., Northridge, CA 91326, website: *www.trainmovies.com*; 90 minutes, $28.50 plus $3.50 shipping. CA residents add 8.25% sales tax.

After a brief historical introduction of the backgrounds of the five short lines covered in this tape, including their rationale for rosters of older power, we jump right into nice coverage of each. The tape incorporates a nice mix of archival movie footage, black & white stills of older operations and motive

US Railroad Map



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power, recent video footage (as available), a well researched and narrated script and nice line maps to explain the routes old and new, as well as interchanges.

The Central California Traction line, running 50 miles from Sacramento to Stockton, is up first. While using box motors in the past, the 1998 roster was three Geeps (ex-Reading GP7s and an ex-RI GP18). We follow along the route, see the traffic sources, observe the tight traction curves which necessitate the use of four-axle power and learn of the cessation of produce traffic and dropping of segments of the line over time. Present operations seem to be reduced to primarily local and industry switching.

The Yolo Shortline, also starting with old motors and a piece of the Sacramento Northern, is covered by clips of SN diesels in Western Pacific paint, mention of the steam tourist operation with Southern Pacific 0-6-0 No.1226 and numerous shots of the three ex-SP GP9s in freight duty. Two of these are in miserable paint, the third in a fresh coat of yellow. Traffic is growing into rural areas, and the railroad's future in Yolo County, California, looks promising.

The Amador Central Railroad, a California line closed in 1997, is next, with coverage of its single lumber customer. A Baldwin S12 and EMD SW1200 switcher are seen taking loads downhill and empties uphill at the rapid pace of 10 miles an hour. The interchange with the Southern Pacific at Ione is seen as well.

Down Texas way, the Angelina & Neches River Railroad's traffic is booming with new customers and growth in the newsprint industry (with paper made from local pines). Their custom-built and nicely painted GP38, along with their Alco S4 (also bought new) and an SW 1500, are covered in some detail as well as rated in terms of advantages and disadvantages. With a bay window ex-SP caboose, 150 of their own freight cars and the friendly, hometown feel of East Texas, this is definitely a place to visit (from November through April).

Our last stop is the Central Oregon & Pacific, formed in 1994 and owned by RailTex. Running from Eugene, Oregon, to Black Butte, California, we mostly cover Ashland to Black Butte, perhaps the most rugged piece of the ex-SP Siskiyou line. Powered by long lashups of GP38 power in an attractive red-and-gray paint scheme, we have lineside as well as onboard coverage on the main line as well as switching at logging industry sites along the way. We also see semaphores, the little yard at Medford, interview the operations manager, ride the cab down steep Bailey Hill and through its tunnels, visit the large engine facility at Eugene, see meets and so on. A fascinating operation also not to be missed today.

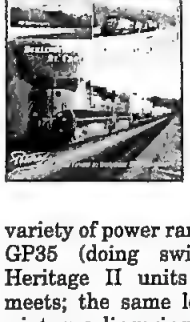
This is a very nice and quite educational tape, typical of other productions by this firm. In my view, the Amador Central coverage is the least comprehensive, that of the CORP and A&NR the best. Short line and "older" power fans will appreciate this offering, also good for anyone interested in the entire mosaic of the railroad industry.
— *Tom Kelcec*

Trains Along the Upper Mississippi, Volumes 1 and 2

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333, website: *www.pentrex.com*; Volume 1, 107 minutes, $29.95; Volume 2, 90 minutes, $29.95; plus $4.00 shipping. CA residents add 8.25% sales tax.

When I think about the West Shore, I usually think about the Hudson River. But here, in over three hours of viewing, we cover separately both the East and West shores of the Upper Mississippi River by moving north from La Crosse, Wisconsin to the Twin Cities.

Volume 1, Canadian Pacific's River Subdivision: To the west of the river a few feet is CPR's mostly single tracked River Subdivision, in reality ex-Milwaukee Road trackage also used by the Soo Line, which briefly owned the line. I&M Railink (an MRL holding) has trackage rights as well. Locomotives from all four lines power the trains we see. We move geographically along the line, seeing the same spot sometimes in different seasons as more than one angle and train are viewed at each location. As we move along, we sometimes see an earlier train again in a new location. The runbys are numerous, and include I&M trains; the crossing of the river at La Crescent; locals on their own and meeting the through trains; the *Empire Builder*; the nice depots at Winona, Hastings and Red Wing; CPR's new units in a fall foliage setting; shots in a frozen winter wonderland; scenic views looking down from several bluffs and a cameo appearance of the DM&E. Trains are powered by a variety of power, including Milwaukee GP40s, Soo SD60s and CPR's new AC4400s. Breakaway shots of the Mississippi River and other local atmosphere break up the parade of freights and Amtrak trains.



Volume 2, BNSF's St. Croix Subdivision: The "Q" ran along the east bank, today the doubletracked line of the BNSF. Similar to *Volume 1*, we move northward during all the seasons, starting at the CPR diamond at La Crosse. We see intermodal, coal, grain, taconite and regular freights. These are powered by a similar variety of power ranging from a GP30 and a GP35 (doing switching) to the latest Heritage II units just built. There are meets; the same location in summer and winter; a lingering look at the *Mississippi Queen* paddle-wheel steamer as it goes through a lock and passes on its way, calliope playing; good angles from various bluffs looking down on the line; views at the

shoreline with the mountains as a backdrop; lots of new units on Powder River trains and many shots en route in the little on-line towns.

Both tapes employ the same style, incorporating runby footage which uses as backdrops the varied scenery of the area (a lot of shots running along Ol' Man River, of course), local towns and specific railroad-oriented sites such as interchanges, bridges and diamonds. Usually we sit at one spot for a couple of trains before moving on, and to see a location in the green of summer and then immediately in the white of winter makes for good viewing. Technique and angles are quite good, while sometimes we see perhaps "too much" of the passing of one train (all a matter of taste). Technical quality of the tape is high. Maps, accompanied by good narration covering the motive power, and graphics explaining train symbols, origins/destinations and photo locations, convey a lot of information about what we see on screen. Both tapes offer a good look at their respective and similar lines. Casual viewers will have a difficult time deciding if they should only buy the CPR version or the BNSF version, as both have unique points. The "Q's" double-track side of the river, with its coal traffic, has more of the look and feel of a major traffic hauler, while the CPR side has a tad more railroad charm, perhaps, due to some of the stations still standing.— *Tom Kelcec*

Historical Features of the Pennsylvania Railroad, Volumes 7 and 8

Penn Valley Pictures, P.O. Box 429, Sunbury, PA 17801, 800/577-6003; Volume 7, 43 minutes, $39.95; Volume 8, 44 minutes, $39.95; plus $4.00 shipping. PA residents add 6% sales tax.

Penn Valley Pictures has produced a comprehensive series of videos on "The Standard Railroad of the World" and its operations in its namesake state. Here are the two latest offerings, with images spanning four decades.

Volume 7, Steam in the '30s and '40s: This is all black & white, with some real gems hidden amongst the anticipated scenes. The photographer, the late Clarence Weaver, lived in Sunbury, I surmise, hence the focus here on that general area of central Pennsylvania. We see numerous shots of K4s, E6s, L1s and 2-8-0s coming and going from the Sunbury and Northumberland areas on regular passenger and freights. Examples include the *Susquehannock*, the Bellefonte local with milk cars, a meet or two between M1 powered freights, a mixed freight on the Lewisburg-to-Tyrone branch powered by an E5 and the last run of the *Anthracite Express*, which we ride on some of its varied route to Philadelphia. We of course see roundhouse action, including at Harrisburg.

The two most fascinating sections of the tape are, first, various shots from cameras mounted on K4s as smoke tests of different deflection devices are run in Ohio in 1939. The tape concludes with gem number two — numerous scenes of a T1 being built in Altoona, with major points the boiler, open forging of side rod blanks, preparing the sand mold for a cylinder casting and final assembly and painting. We end with the machine going nowhere at 75 m.p.h. as it rides the test plant with nary a vibration.

Volume 8, The Transition Years in the '50s and '60s: This mostly color presentation includes both steam and diesel footage in central Pennsylvania, the first part again centered on the Sunbury area. An early highlight is multiple (B&W) shot coverage of a streamlined K4 arriving and leaving Sunbury station in the snow with the *Buffalo Day Express*, a train we see numerous times on other days. We get out on the main line next, and see M1s and K4s and H-class 2-8-0s in various runbys in some very good, and some so-so, locations. Diesels start to creep in as FA A-B sets roll by, and we have cameo cab ride shots from them. A very fine sequence shows a DL&W 4-6-2 leaving Northumberland for Scranton with its passenger consist in tow. Also at Northumberland, we see various shots of the Pennsylvania Historical Collection before, during, and after its storage there, including following the move down to Strasburg about 30 years ago. We pace two I1s (albeit backlit and through the weeds) as they power ore up the Mount Carmel branch, see four Lehigh Valley SW switchers pick up the train at Mount Carmel and glimpse briefly the last operable Jersey Central steamer, running at the Locust Summit breaker. A couple of fantrips are covered, as are the steam and electric Enola scene, a shot of a westbound coming off Rockville bridge, doubleheaded J1s going up Horseshoe Curve, the *Aerotrain* also on the Curve and some of the last R.P.O. activity. Other unexpected views are of the *John Bull* on display at Sunbury, Lackawanna 4-4-0 No.952 on display at Bloomsburg cosmetically altered to the extreme, one of the last runs of an L1 on a fantrip and the train used to film *Hello Dolly* enroute to filming.

Volume 7 appears largely to be good 16mm footage, with generally sharp and well exposed images, clean and properly transferred. The scenes in *Volume 8* vary from the same quality B&W to fuzzy, sometimes overly dark color images. In both, the dubbed sound is amateurish. But the unique scenes in both tapes make them worthwhile viewing for Pennsy fans, no doubt. — *Tom Kelcec*

Railfanning is

Getting a rock-steady camera shot of a Northeast Corridor flyer even while being zapped on the neck by a yellow jacket.

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Kansas City Southern

THE MIDDLE MAN: In late May, Kansas City Southern began providing haulage service for intermodal traffic running between Norfolk Southern and BNSF. With KCS acting as the "middle man" between the eastern and western carriers, the new service offers shippers fifth-morning availability for both westbound and eastbound freight moving between Atlanta and southern California. BNSF provides the service between southern California and Dallas, and NS takes over between Dallas and the Southeast, with KCS providing haulage between Dallas and Meridian, Mississippi, over its "transcontinental main."

KCS will launch the new service by handling two haulage trains each day: one eastbound, one westbound. Existing intermodal traffic on the "Meridian Speedway" that originates or terminates in the Dallas area will continue to move on KCS independent of the haulage agreement.

Norfolk Southern

STREET RUNNING TO GO: The street running on Norfolk Southern's former Nickel Plate line down the center of 19th Street in Erie, Pennsylvania, is set to come to an end in October 2001. In early June, NS and Erie city officials broke ground on the new, $26.4-million "19th Street By-Pass." The street running, long a bone of contention between the railroad and the city, became an even bigger issue after the June 1999 Conrail merger and resultant traffic increase.

The bypass will relocate 5.15 miles of Norfolk Southern's line from Gaskell Avenue to west of Pittsburgh Avenue, using an alignment adjacent to CSX's (former Conrail) Chicago Line. The new line will include a trestle that will take NS trains over East Avenue, the Allegheny & Eastern Railroad and a planned highway. The ceremonial ground-breaking occurred while crews worked on constructing the new trestle at East Avenue.

After the trains are rerouted, Norfolk Southern will spend an additional $1.1 million to remove the trackage and reconstruct 19th Street. The federal government will kick in approximately $19.4 million of the projected cost.

REGIONALS

Providence & Worcester

RAILS RETURN IN CONNECTICUT: In early June, Providence & Worcester announced the commencement of rebuilding activities along a previously out of service right-of-way connecting its existing ex-Connecticut Central rail freight operations in the Middletown, Connecticut, area with Hartford. The $1.8 million project involves reconstruction of approximately twelve miles of former New Haven (originally Connecticut Valley Railroad) trackage, some of which was last operated by Guilford in the early 1990s.

The restored trackage will extend P&W's existing New Haven (Cedar Hill)-Middletown freight service through the towns of Portland, Cromwell, Rocky Hill and Wethersfield to Hartford, where connections will be made with other freight railroads (including Connecticut Southern and Central New England), and allow P&W to serve the greater Hartford market, particularly in the movement of forest products (such as lumber and paper), metals and food stuffs (such as grain and corn syrup). Connecticut Central had itself been studying the reopening of the line when it was purchased by P&W in 1997. Construction of the line is expected to be completed by July 2001, with service commencing shortly thereafter.

INDUSTRIAL OPERATIONS

LTV Steel Mining

OPERATIONS SET TO CLOSE: LTV Steel Mining has long been known by the railfan community for its use of unusual locomotives, including a noted fleet of F9s, for its mining and ore train operations. The company's 54-mile main line cuts through the northern Minnesota wilderness between the mining pits and taconite mill at Hoyt Lakes and its ore dock on the shore of Lake Superior at Taconite Harbor. In recent years, the mining pit and taconite plant has been the bastion of first Baldwin and Alco power and, later, rebuilt EMD geeps, along with the famous F-units. F's and Alcos have held down the main line runs since the line was opened in the late 1950s, with GP38s, GP20s and leased GE units also coming on-line over the years to supplement power losses stemming from wrecks and retirements. Now, this remote, picturesque operation is in danger of ending as the parent company plans to close its Minnesota mining and taconite operation.

On May 24th, LTV announced its intention to permanently close the mining operations, saying that the mine is no longer able to provide LTV Steel with taconite pellets of competitive quality or cost, with its blast furnaces experiencing lower levels of productivity and higher costs as a result of operating problems related to poor taconite pellet quality. LTV Steel Mining is the oldest continuously operating taconite mining operation on the Minnesota Iron Range, employing approximately 1400 people. "LTV Steel Mining operations have reached the end of their economic life," said Richard J. Hipple, president of LTV Steel.

Stripping operations — the first step in the mining process in which the layers of soil and rock that cover the taconite ore are removed — were set to end in late May. According to local sources, the railroad operation could last as long as another year, hauling the remaining ore.

Belt Railway of Chicago

SPEEDING THINGS UP: In an effort to reduce traffic congestion and keep operations fluid in the Chicago terminal area, the railroads that serve the Windy City have opened a new joint operations center. Each of the railroads which have part ownership of the Belt Railway of Chicago (BRC) — along with non-owners who make use of the BRC — will staff the new facility with a superintendent and support personnel. Railroads involved include BNSF, Canadian National, Canadian Pacific, CSX, I&M Rail Link, Indiana Harbor Belt, Norfolk Southern, Union Pacific and Wisconsin Central, all of which operate into the Belt Railway's huge Clearing Yard.

The operations center staff will follow a new "Train Operations Protocol Document," the main points of which are: equal dispatching of all roads' trains without discrimination; trains to be dispatched by "class" (commuter/passenger, intermodal, automotive and manifest); equal treatment of foreign line trains and home road trains on the home road's trackage and trains of same class and priority will be dispatched on a first come, first served basis.

Additional points addressed by the protocol document include: scheduled outbound trains will be made up on time or better, and will comply with each roads length, tonnage and blocking guidelines; paperwork, crews, power and end of train devices will be made available to ensure an on-time departure, or within a two-hour window; scheduled inbound trains will arrive on time or within a two-hour window, and a designated track will be made available for these arrivals without fail; the host railroad will be responsible for watching hours of service violations, and arranging for re-crews; yards will accept inbound trains only when they comply with the length requirements of the yards involved; interchange moves between the carriers will be scheduled as well, and every effort will be made to utilize every railroads' assets to the fullest to avoid light engine moves; scheduled trains that fall outside of the two-hour window of arrival with be handled as an "unscheduled train," assigned an arrival slot at the designated yard as space and traffic permits and updated line-ups for arriving and departing trains will be circulated amongst the carriers on a daily basis, with updates every eight hours or more often as conditions require.

The protocol document is being distributed to the affected railroads' train dispatchers, tower operators and yard managers in the form of a printed handout, a video with photos of the major Chicago bottlenecks and a brief question and answer session. The new facility is not a joint dispatching office. Instead, it serves as an interline communications room with representatives of each company situated in the same office, relaying appropriate information to and from their dispatchers and field personnel.

Railnews

This month's top stories and photos

PIERRE OZORAK

Earning Their Wings

Union Pacific's landmark order for 1000 SD70M's has begun to arrive and, as touted by UP several months back (see RAILNEWS, April 2000), the locomotives feature the famed "winged shield" herald. Five of the fully painted units (and two in primer paint) are in London, Ontario, Canada (site of General Motors' locomotive plant), on May 9, 2000, awaiting delivery. No.4004 is joined by fellow "finished products" 4002, 4001, 4000 and 4003. It's interesting to note these units are occupying the number series held by the famed Big Boys in the 1940s and 1950s.

More KCS Capacity

With increased traffic, included Norfolk Southern/BNSF run-through intermodals, Kansas City Southern is adding capacity to its transcontinental main linking Shreveport, Louisiana, and Meridian, Mississippi. On April 22, 2000, KCS train No.48 is pulling out of recently added Century siding, just east of Bolton, Mississippi, after meeting an eastbound grain extra. SD40-3 No.655 leads a five-unit consist on No.48. See related story (**page 26**) for more.

JOHN KRATTINGER

BILL MONAGHAN

The Light of Day

Making a rare daylight appearance is SEPTA PCC work car No.2187. The car is normally used at night to fix overhead wire and replace hangers, but, on May 11, 2000, the car was out in daylight for training service for the transit system's overhead department. The 1948-built PCC is specially equipped with an interior platform leading to a hatch in the roof to access the wire. The work car is seen at Woodland Avenue in Philadelphia, Pennsylvania.

Additional RAILNEWS appear on pages 44-45.

CLASSIC DONNER PASS

Colorful lashups on Amtrak and Southern Pacific made the early '70s an interesting era on the mountain railroad

text and photography by Steve Schmollinger

TODAY, THE INTERCITY TRAINS comprising Amtrak's Western Business Unit usually sport standard consists of from two to four General Electric P40 or P42 Genesis units on the point, with a string of familiar baggage, Superliner and express cars in tow. In fact, the sleek appearance of Amtrak's Western streamliners has become somewhat of an American icon. What a contrast to the passenger carrier's early days of hodgepodge trains! Amtrak's early years were a sad time for those who had known the glory days of the railroads' own streamliners but, on the other hand, this same period of transition provided unprecedented variety in locomotive and car consists.

A good example was the fledgling carrier's transcontinental streamliner running between Chicago and Denver on the Burlington Northern as the *Denver Zephyr*, thence to Ogden, Utah, via Cheyenne on the Union Pacific, and from there to Oakland, California, via the Southern Pacific. Amtrak's timetable of November 14, 1971, assigned its Denver-Oakland train the numbers 5 and 6, and gave it the name *City of San Francisco*. On June 11, 1972, Amtrak renamed its train running the entire Chicago-Oakland route the *San Francisco Zephyr*. On April 25, 1983, shortly before the train began using the Denver & Rio Grande Western between Denver and Salt Lake City, it became the *California Zephyr*.

At the time Amtrak came into being in May 1971, SP was on the threshold of a buying spree in which it would purchase hundreds of new EMD SD45T-2 and, later, SD40T-2 "tunnel motors." SP had already purchased hoards of conventional SD45s and, to a lesser degree, SD40s to handle tonnage over its many mountain districts, including Donner Pass between Roseville, California, and Reno, Nevada. Donner's numerous tunnels and snowsheds, coupled with its stiff grades, had helped spawn the unique tunnel-motor design. Standard SD45s and '40s sported air intakes near the roofline of the carbody, and thus used air from relatively high up in the bores and sheds that had been heated by exhaust. This situation caused their prime movers to overheat. The tunnel-motor design had air intakes much lower on the carbody, thus helping to solve the overheating problem.

In June 1973, Amtrak assigned several ex-Union Pacific E-units, still in their original paint, to the pool from which the *San Francisco Zephyr* drew its power. The E's joined 14 ex-SP FP7A's and five F7B's already in the pool and still wearing scarlet and gray, and were joined shortly thereafter by new EMD SDP40F's. In time, many of the E's and F's

received Amtrak paint, and were transferred to other routes. Nos.5 and 6 often added a helper at Reno and Roseville, respectively, which usually took the form of a single SD40 or '45 on the point.

In the early 1970s, SP was running a substantial number of general merchandise symbols as well as seasonal "fruit blocks" over Donner for interchange with UP at Ogden. As a result of SP's propensity to run long, heavy consists, most (especially eastbound) trains sported a "swing" helper cut in approximately two-thirds of the way from the head end, and/or a rear helper behind the caboose. A typical locomotive consist would be four SD's up front and four to six cut in. Four-axle freight locomotives were rare on Donner during this period.

Thus it was that at the very time SP was using a burgeoning fleet of new, state-of-the-art locomotives to conquer Donner Pass, the *San Francisco Zephyr* was using a collection of hand-me-down, first-generation cab units mixed with a growing number of new "cowls." The E's still wearing UP livery showed their age via peeling paint, but the ex-SP passenger F's did their former owner proud, having received fresh coats of red and gray not long before their transfer to Amtrak.

Donner Pass has seen many a classic locomotive and many eras of varied and interesting operations, and the early 1970s should go down as a truly noteworthy period in its colorful history.

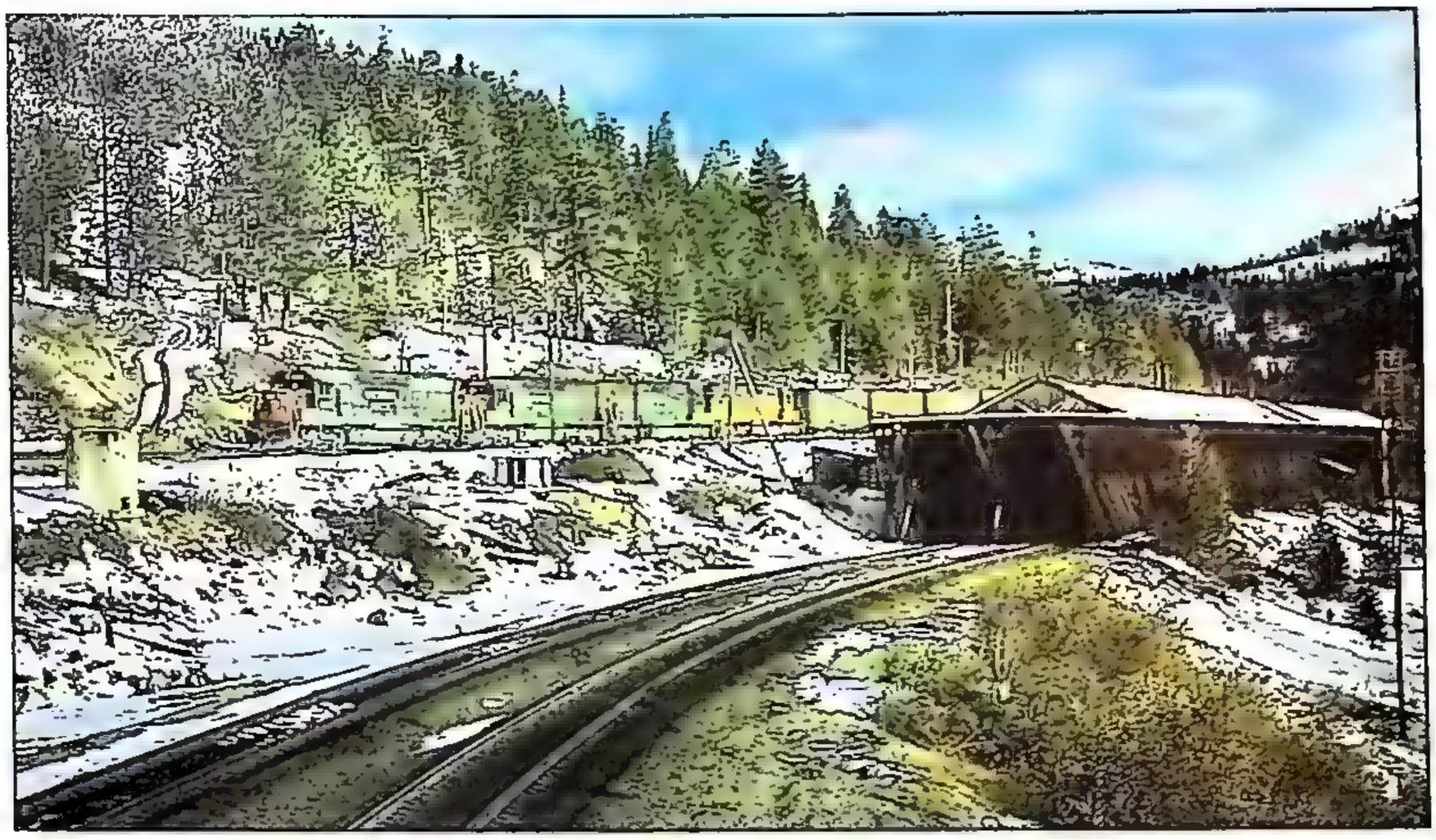
The author would like to thank Craig Sanders and Brian Jennison for their help in preparing this article.

An eastbound SP manifest at Colfax with a single-unit helper on the rear waits for traffic ahead as Amtrak train No.5 heads for Oakland behind three ex-UP E's in July 1973 (opposite)**. In 1865, Central Pacific changed the name of this settlement from "Illinoistown" in honor of a visiting dignitary, Speaker of the U.S. House of Representatives Schuyler Colfax. In September 1973 a rear helper of two GP9s pushes hard behind the "crummy" on an eastbound that has just exited Newcastle tunnel** (above)**. Between the tunnel and Auburn, No.2 track, the alignment the train is on, makes a much gentler ascent of the Sierra foothills than does the original alignment at left. Train No.6, Amtrak's eastbound *San Francisco Zephyr* blows through a grade crossing in Gold Run in the early afternoon in June 1972** (below)**. The wig-wag crossing guard has long since been replaced by modern crossing signals. EMD equipped SP's FP7s with high-speed gear sets. Amtrak formally purchased the units from SP in August 1972.**

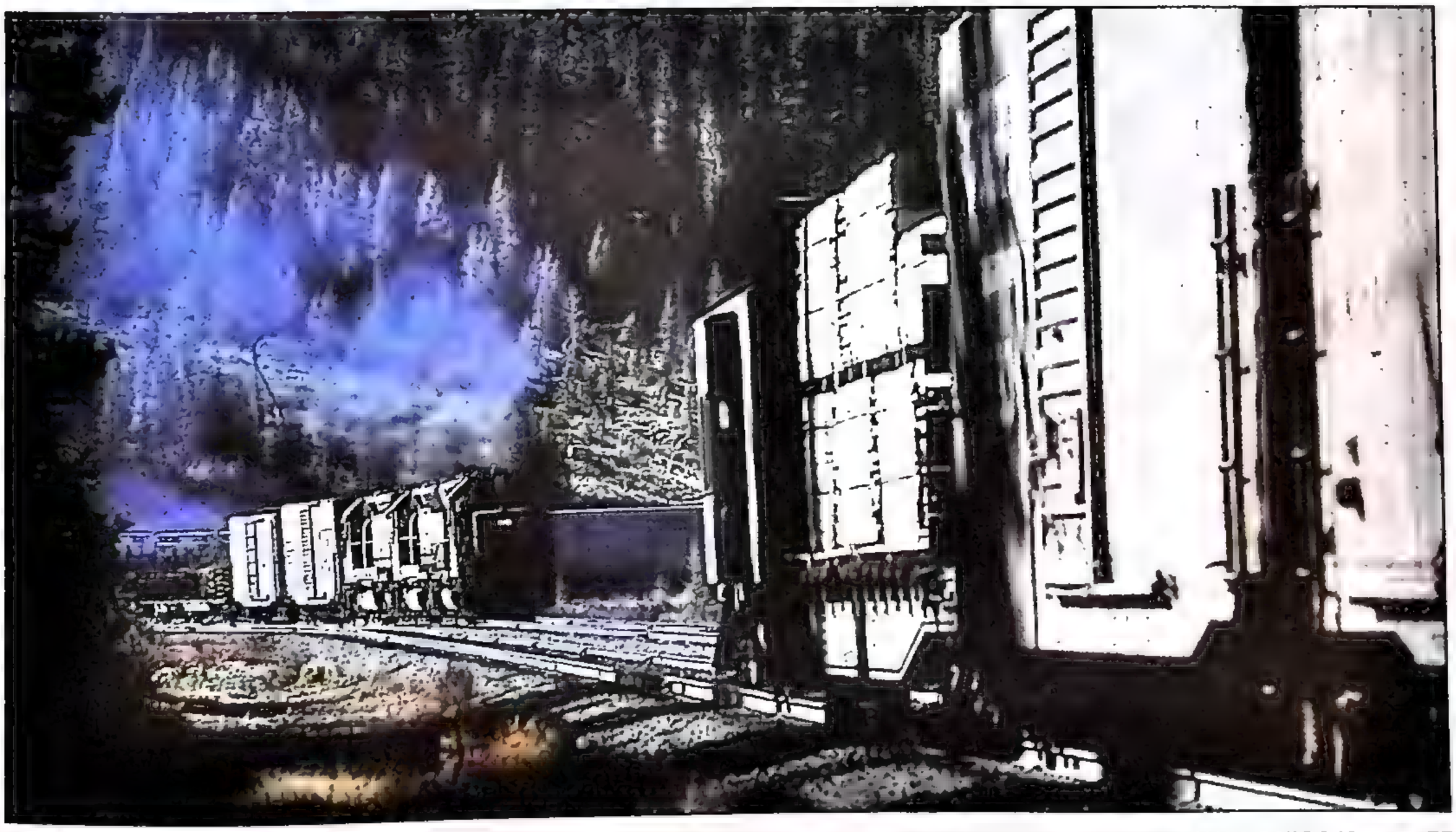
In September 1973 Amtrak's *San Francisco Zephyr*, behind an ex-SP FP7 and three ex-UP E's, glides through reverse curves on No.1 track at Applegate (above). The train is headed downhill toward Roseville. In 1909-'10, the UP-controlled Southern Pacific constructed the lower, straighter alignment for No.2 track through Applegate. An SD45 behind the caboose helps keep a heavy westbound manifest under control in the curve at Towle in July 1974 (left). Most SP trains on Donner during the early 70s, and more especially eastbounds, sported helpers either cut in or on the rear. An SD40 leans into the curve at Towle in August 1973, with a heavy westbound manifest pushing on it and four companion EMD's (below). SP has been busy replacing ties on this well-used piece of railroad. Unlike Union Pacific, its transcontinental partner on the Overland Route, SP did not buy SD40-2s when they came out in 1972, but opted instead for Dash 2 tunnel motors to deal with tunnels and sheds in it western mountains passes. In addition to Donner, these passes included Tehachapi to the south and Cascade Summit in Oregon.

A well-kept ex-SP FP7 leads two Amtrak SDP40Fs over Interstate 80 on the trestle at Long Ravine between Colfax and Cape Horn in January 1975 (above)**. Leaving Colfax, the *San Francisco Zephyr* has encountered a brief pause from the heavy grade that will abruptly resume on the other side of the bridge. SP manifests meet on a warm June 1974 afternoon at Alta** (left)**. Although the Hill had been double-tracked for some time, it did not sport centralized traffic control (CTC), greatly limiting its operating flexibility. In fact, virtually all of the Donner line still sports automatic block signals (ABS). Three SD45T-2s and a conventional SD45 hustle an eastbound manifest through Polaris along the Truckee River in June 1974** (below)**. The railroad will follow the river for most of the remaining miles into Reno, Nevada. SP took delivery of its first "tunnel motors" in 1972, the design for which the railroad and EMD had developed jointly as a way to deal with engine overheating brought on by the pass' many tunnels and snowsheds.**

Amtrak train No.5, the *San Francisco Zephyr*, glides down No.1 track late in the morning in September 1973 (above). **In a few moments, the streamliner will enter Newcastle tunnel. No.1 track occupies the original alignment built by Central Pacific through the Sierra Nevada. The CP constructed this particular stretch in 1864. A Cotton Belt SD45T-2 leads a westbound manifest under No.1 track at Rocklin in August 1973** (right). **For years, SP's motive-power pool for Donner consisted of nothing but EMD products, and almost exclusively of SD40s, '45s, and tunnel motors. Many of SP's and SSW's big EMDs of the period sported a distinctive L-shaped windshield to increase visibility for engineers.**



A westbound SP manifest heads down No.1 track at Norden in November 1974 (above)**. The lead unit is an EMD SD45X, which SP took delivery of in 1970. Like the UP's Centennials, the 4200-horsepower SD45X's served as testbeds for EMD's modular electrical components later introduced as standard equipment in the builder's 1972 "Dash 2" line of locomotives. No.1 track, as well as the rustic snowsheds on the other two main-line tracks of the newer, lower alignment, has since been removed. In August 1973 an SP swing helper rounds the sweeping curve at Towle, a few miles east of Alta** (left)**. Engine No.8814 was part of SP's first order for 45 SD45s. EMD built the 206-ton locomotive in 1966. In October 1977 the dispatcher is running a hot eastbound behind three SD45s around a lower-priority freight at Cisco** (below)**. Due to a moderately heavy schedule of trains on the "Hill" in the '70s, especially during summer months when SP ran fruit blocks, such run-arounds as well as meets were not all that rare.**



Acting as head-end helper, an SP SD45 leads Amtrak No. 5 down the two-percent incline at Dutch Flat (above left)**. The SD45 coupled onto the streamliner in Reno, and will cut off in Roseville. Three "tunnel motor" SD45s pull an eastbound fruit block through one of the aging snowsheds at Norden in November 1974** (above right)**. Typical of SP practice of the time for Donner, a swing helper is cut in two-thirds of the way back in the train. In July 1973 a trio of ex-UP E's coasts through Yuba Gap on No.1 track with train No.5** (below)**. Although still going strong, the ex-UP E-unit on the point of the *Zephyr* is definitely showing its age! Approximately two decades later, SP removed No.1 track here as part of its drive to cut costs.**

Ex-SP FP7 No.6455, still resplendent in its original owner's livery in September 1973, assists twin-engined E-units with train No.6 at Newcastle (above)**. A green ABS target signal indicates that a westbound will descend No.1 track in a few moments. The FP7's relatively fresh paint belies its age, the unit having been built by EMD in 1953. No.6455's icicle breakers were installed to snap off the frigid formations before they knocked holes in dome windows. Amtrak No.5 wends its way down the original CP alignment at Penryn** (right)**. No.5 will meet its counterpart, also led by SDP40F's on this July 1974 day, at Rocklin. Charlie Crocker's construction forces built this portion of the line in 1864.**

Reading & Northern's Lehigh Line

The R&N's service through the Pocono Mountains

by Peter McGilligan

THE WEATHER IN MID-JANUARY 1996 in the mountains southeast of Wilkes-Barre, Pennsylvania, was snowy. Then there was a quick thaw and, immediately following that, torrential and continual rain. On January 19th, a century-old retaining wall below the former Central Railroad of New Jersey right-of-way at Lookout Point, just west of Solomon's Gap, collapsed. Conrail's Lehigh Line was effectively severed. To many observers at the time it looked as if that might have been the end of the this scenic former Lehigh Valley route.

By late summer 1997 the Lehigh Line's situation had radically changed, and changed for the better. Not only did Conrail repair the washout and reopen the line, but the railroad from Lehighton to Mehoopany was now operated by the dynamic newcomer Reading & Northern Railroad.

To anyone who takes the time to visit this territory it will be immediately apparent that every mile of this track is steeped in history, with the ghosts of endless coal drags and Victorian passenger trains still snaking through these mountains. And history is still being made here today. The whistle calls of diminutive 4-4-0s and brawny Lehigh Valley Wyoming's are answered today by the air horns of Reading & Northern's fleet of GE U-boats and EMD SD's.

PHOTOGRAPHY: PETER McGILLIGAN, EXCEPT AS NOTED

READING & NORTHERN train LEPI-2 is westbound with 24 cars just west of Glen Onoko, Pennsylvania, on May 18, 1997 (above). **R&N U23B's 2392, 2399 and 2394 show off three different paint schemes. Counterpart train PILE passes the former Lehigh Valley roundhouse at White Haven on November 29, 1998, behind SD38 2000** (below).

Enter the Reading & Northern

As of August 20th, 1996 the Reading, Blue Mountain and Northern Railroad assumed ownership of the line from M&H junction to Mehoopany and ownership of track No.1 from Lehighton to M&H junction, with Conrail maintaining ownership of track No.2 to access its Hazleton area trackage. Since the Conrail break-up, track No.2 belongs to Norfolk Southern. Interchange with NS is both at Packerton yard and at North Reading. WPAL19 comes out from Allentown six days a week (Sunday through Friday) with traffic primarily from the east. (WPHZ20 is the Conrail local that comes out of Hazleton six nights a week to Lehighton and return.) Interchange is also made with NS at Spring Street yard in Reading. Upon the return of R&N train PILE to Jim Thorpe from Pittston in mid-evening, the power is cut off and is used for a night Reading Turn. This train hauls traffic destined for the R&N at Port Clinton and NS at Reading via the Carbon & Schuykill Railroad (former CNJ Nesquohoning Branch). The restoration of the wye at Haucks has facilitated not only these moves, but also passenger excursions to the popular tourist destination of Jim Thorpe. In addition to bridge traffic from NS at Packerton, considerable bridge traffic is also received from NS

at Mehoopany.

The daily R&N freight is called at 6:00 a.m. at Jim Thorpe each morning and the crew reports to the R&N office on the second floor of the former CNJ station where they pick up their paperwork. The crew contacts the NS dispatcher to see what traffic is in the area and let him know of their plans for the day. The line is still dispatched by NS, but eventually plans are to control the whole R&N system from Port Clinton. Indeed, as of early 2000 the only segment of the R&N system not now dispatched by Port Clinton is the Lehigh Line from Packerton to M&H Junction.

Notwithstanding R&N ownership of Track No.1 north out of Packerton (Lehighton), the R&N currently operates in both directions on Track No.2 between Lehighton and M&H Junction and pay trackage rights to NS. While Track No.1 was never officially taken out of service it had not been maintained for a number of years. Track No.1 is presently only used for high and wide shipments, which are primarily enormous heat exchangers in transit from Air Products in the Wilkes-Barre area. These moves are received from the D&H and are handed over to NS at Lehighton.

The Lehigh Line has been upgraded in the R&N era, as track forces have installed 4000 cross ties between Jim Thorpe and MP128 during the spring and summer of 1997. By 1999 all slow orders resulting from track conditions were lifted with the last segment of track to be upgraded being that between Crestwood and Penobscot. The entire line from M&H Junction is now rated FRA Class 3. Ongoing work on the track and signaling system on track No.1 between Lehighton and M&H Junction should see this piece go from present Class 1 to Class 3 by summer 2000. Once that is complete, R&N will use its own track instead of NS's No.1 track.

What is remarkable about the Reading & Northern Lehigh line is that while the Lehigh Valley Railroad itself was long associated with the anthracite business, and while anthracite plays a major role on other R&N lines, there is no hard coal moving on this line, at least not in R&N trains. The remaining anthracite traffic on former LV territory is centered in the Hazleton district, which was held onto by Conrail and now by NS. The vast coal lands of the middle anthracite field were pretty much finished as a result of the Knox mine disaster when in the Susquehanna River entered the Knox mine and flooded all the deep mine workings in the middle field on January 2, 1959 (see "Reading & Northern, the Road of Anthracite," R&R December 1994).

ABOVE AND OPPOSITE TOP: WILLIAM BOKEKO

Reading & Northern's operation here is more like a traditional short line serving many small shippers and bringing traffic to two huge shippers, namely Charmin paper at Mehoopany and Technoglass at Jenkins. Interestingly, Conrail held onto the Charmin switching business and the plant is actually served by a local, Conrail WAMH10, that goes on duty at Mehoopany to shift the plant. This crew also makes up WAMH41, which is the westbound counterpart of eastbound local WACG40 originating in Gang Mills (Corning, New York) which brings traffic from the west to Mehoopany.

It is amazing what a difference it makes when a company actually wants business. Just as Reading & Northern has transformed Port Clinton from a remote spot along the Appalachian trail to an active industrial site humming with activity, one can see a similar regeneration in the offing for the former Lehigh Valley's Coxton yard at Pittston. Even though

CROSSING THE LEHIGH RIVER at Glen Onoko, LEPI-1 is westbound on February 1, 1998 (above). **R&N U23B 2397 has four sisters and 47 cars in tow. Snaking through the S-curves at Laurel Run, LEPI heads west with SD45-2 on the point** (left).

the site is still marred by debris from several ruined buildings and piles of old tires from when it was used as a "recycling" dump, there are several signs of a brighter future. Firstly of course is the presence of the R&N yard office at the eastern entrance to the yard in what was once the Coxton tower (even though it looks more like a roadhouse). This building has been transformed from an eyesore into an asset by a coat of black and gray paint and some minor repairs to the structure. While the steam era roundhouse further up the yard may be beyond redemption to its full glory, space there is nevertheless presently being leased from R&N by R.M. Delavan, Inc., to do rebuilding of diesel locomotives motive power work for R&N. The business car *Lehigh Valley 353* was recently upgraded to present Amtrak standards in the diesel shop behind the roundhouse by another lessor. Presently, RMDI has on the property the former Reading electric m.u. cars that had been used as motel rooms at the former Wilkes-Barre CNJ station, and which are eventually supposed to go to Nevada. Many engines in varying degrees of neglect await attention west of the roundhouse/diesel shop area.

R&N has no trouble allowing shippers to use the yard as a storage facility for carload traffic, and at one time last year there were over 50 cars of plastic pellets destined for AEP, HPG and Certainteed at the Crestwood industrial park in the yard.

Historical Perspective

By the spring of 1855 the one-time carpenter and canal boatyard owner from Connecticut, Asa Packer, opened his Lehigh Valley Railroad from Easton to Allentown. On September 12, 1855, it was opened for traffic as far as Jim Thorpe and its main function of moving vast quantities of hard coal to the east could now be realized. At the same time, the Beaver Meadow Railroad, which ran from Weatherly to the Lehigh canal at Jim Thorpe via Penn Haven Junction, was purchased.

As early as 1838 the Hazleton Railroad was operating from Hazleton to Weatherly and used the Beaver Meadow down to the Lehigh River at Penn Haven. This Hazleton Railroad is of interest today not only because it was an integral part of the feeder lines to what is now the Lehigh Line, but also for another reason. The Hazleton had its own coal docks on the river at Penn Haven and in the 1840s it built its own line to the top of a high cliff overlooking Penn Haven, with an inclined plane from there to the coal docks by the river. This plane is readily observable today, and in seasons other than summer it can be climbed and used as a superb vantage point to photograph the railroad traffic along the river below. Notwithstanding the intense industrial activity at Penn Haven in the mid-19th century and long after, even today it is impossible to gain access here other than by rail or foot (or now by bicycle from Glen Onoko).

Work on the Penn Haven & White Haven Railroad to tap the Wyoming coal fields in the area around Wilkes-Barre was begun in 1862 and was completed via White Haven, over Penobscot Mountain and down to the city of Wilkes-Barre in May 1867. The stretch of line from White Haven to Wilkes-Barre was always the Lehigh Valley's prime operating problem on account of its steep 1.81% ruling grade and many curves as it descended Wilkes-Barre Mountain. Consequently, in November 1888, the railroad opened the 16-mile-long "Mountain Cutoff" which left the original line at Gracedale, near Penobscot, and swung north down the side of the mountain, bypassing Wilkes-Barre and rejoining the main line near Pittston. The ruling grade on the cutoff was 1.16% and its opening relegated the original line to use only by passenger trains and local freights, with through trains using the cutoff. The original line, or "back track," was abandoned in 1965 and torn up in the early 1970s, and it is the Mountain Cutoff which forms part of Reading & Northern's Lehigh Line today.

Coxton Yard, now known as Pittston Yard even though it is located in the borough of Duryea, was the Lehigh Valley's fulcrum of activity in the Wilkes-Barre, Pittston and Scranton areas. Both coal and merchandise traffic was collected and distributed from this yard, and the huge engine terminal serviced the railroad's road and local power for the area. (The giant Seneca breaker, which lasted into the 1950s, was located within the wye formed by the

A MEET OCCURS between Reading & Northern train PILE and Delaware & Hudson train No.555 at Penobscot, Pennsylvania, on February 25, 1997 (above)**. The D&H train has a GATX lease unit on the point, followed by three units from Norfolk Southern. Canadian Pacific's Delaware & Hudson has trackage rights over the Lehigh Line. A trio of SD40-2s leads D&H train No.555 across the Lehigh River at Bridgeport, Pennsylvania, on December 1, 1998** (below).

diverging lines to downtown Wilkes-Barre and the Mountain Cutoff at the east end of the yard.) Coxton yard was also the focal point of interchange for the Lehigh Valley with the Delaware, Lackawanna & Western and the New York, Ontario & Western.

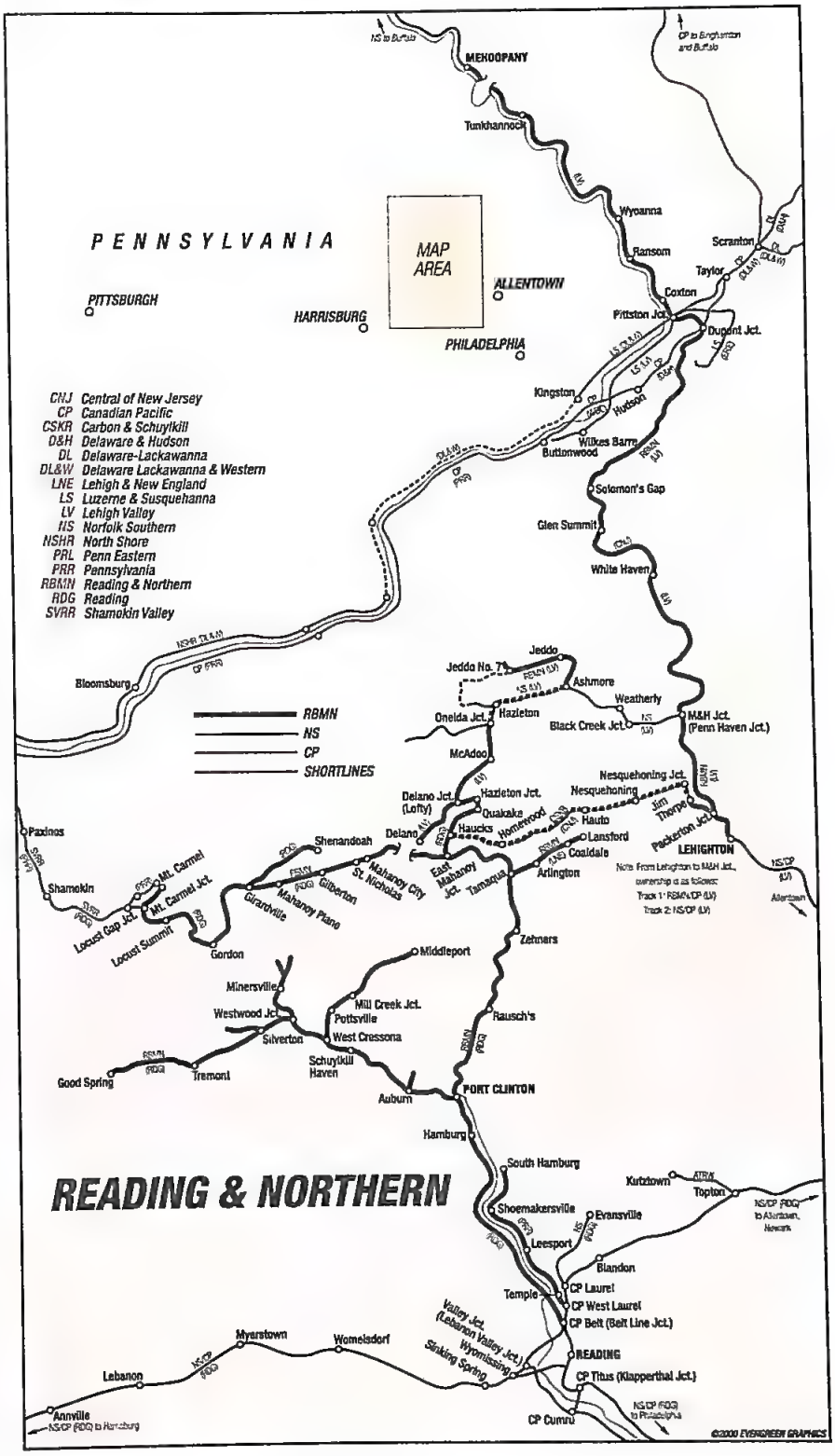
Current operations

Today, remarkably, operations at Pittston Yard mirror in many ways, if to a somewhat smaller scale, the operations of the past under LV sovereignty. It is now the place where R&N interchanges (on Track No.3 in the lower yard) with the Lehigh & Susquehanna (one of the successors to the Pocono Northeast) and with the Delaware Lackawanna Railway (Track No.4 in the lower yard). The lower yard is considered that part east of WRY crossovers and designated OX. The upper yard is that part west of WRY and designated RIVERSIDE.

Pittston yard office is the nerve center for R&N on this line and is manned by an assistant general manager (who also fulfills the duties of Road Foreman/Trainmaster) on first trick five days a week. This job is filled by Erie-Lackawanna alumnus and former Conrail Road Foreman Joe Abdo. The yard is also the base for local service both west of Mehoopany and east to the Technoglass plant at MP171 (Jenkins). Yard tracks still serve as the base for distribution and collection of traffic for the entire area. The office at Jim Thorpe, on the other hand, is primarily a base for the operating crews where they can pick up their paperwork, contact the dispatcher, or the offices at Port Clinton or Pittston, and receive material over the fax machine. The maintenance of way department is presently housed in three prefabricated buildings at Penobscot.

The railroad today is served by three basic jobs. The first is the road job which operates six days a week, (generally not on Saturdays) from Jim Thorpe to Pittston and return. Call time for this train is 6:00 a.m. If trackwork is scheduled on its route then the call time may be pushed back to 3:00 p.m. Sometimes this job will continue on to Mehoopany, depending on traffic conditions and how much the Pittston local has on his plate on any given day. The second job is the Pittston Local which switches the yard at Pittston, serves shippers in the local area (primarily Technoglass, the largest shipper on the line) and goes as needed up to the Keyser Valley Industrial Park on former DL&W territory. The other local is the Mehoopany turn which is usually an afternoon job and handles traffic to and from Charmin paper and Norfolk Southern at Mehoopany.

Power for the road job is usually an engine consist of the two ex-Erie-Lackawanna SD45-2s, 3600 and 3601, with or without the lone SD38 on the roster. However any kind of lashup is possible on this train, not excluding some of the "pups" (SW8 switchers) or any of the remaining U23B's. The Mehoopany turn can be whatever is on hand, usually an SW8 paired with a U23B. The Pittston Local will probably have a similar power consist but a single SW8 is not unusual.



The chase is on

Let us at this juncture take a trip over the line, beginning in the early morning hours at Jim Thorpe. Anyone interested in following the train west from Jim Thorpe should plan on being at that point no later than 6:00 a.m. At this time or shortly thereafter the crew will emerge from the ex-CNJ

station and drive up to the former CNJ engine terminal a mile west. A line-up of the days activity can be obtained from the crew and then the chaser can proceed by road back east on U.S. 209 to the dip in the road at Packerton which leads into the ruins of the LV car shop. Carefully driving (bad potholes) over the tracks and turning left along the right of way will bring one to the bridge over the Lehigh River where the former LV and CNJ rights of way diverge. The R&N light engines will come east over the CNJ line to pick up the cars which the NS local out of Allentown has left for them the previous evening. Switching out the train will take about a half hour before they will make a brake test and head west.

It is a good idea to arrive at Packerton yard by first light as the NS locals are often late and both they and Bridge Line (Canadian Pacific's Delaware & Hudson) traffic may often be encountered both east and westbound here. Bridge Line trains 555 and 556 are presently running on the upgraded Sunbury line. Bridge Line trains 557 and 558 and train 272 all operate about three times weekly. In addition, Bridge Line coal, phosphate and acid trains still traverse this line. Many good photos can be had of the switching but the sun is wrong for a westbound over the Lehigh River bridge in the a.m. One should leave Packerton well ahead of the train and head for Glen Onoko where good photos can be had either coming through the cut at the Glen or coming under the abandoned CNJ through truss bridge just to the east at Coalport. (Take Route 903 over the Lehigh toward New Jim Thorpe and keep left along the river to either the bridge at Coalport or Glen Onoko).

FLAGSTAFF PARK, located off U.S. 209 just below Jim Thorpe, Pennsylvania, provides a panoramic view of LEPI approaching the town named for the All-American athlete (above)**. The train has just departed the interchange with Conrail (now Norfolk Southern) at Packerton Junction and is heading up the Lehigh Gorge on March 16, 1998. U23B 2399 leads an eastbound train at DuPont Junction in Duryea on June 22, 1997** (below)**. The track overhead is the D&H (CP) line to Sunbury, Pennsylvania. D&H trains heading for Allentown get on the R&N at DuPont Junction.**

Departing Glen Onoko (which requires driving back to Jim Thorpe) promptly after the train passes will allow one to beat it to White Haven via Route 93. After passing through the State Game lands, make a sharp right turn at the bottom of the hill to Weatherly. Cross the tracks (NS to Hazleton) and follow signs to White Haven. At White Haven drive right on Route 940 down to the tracks, cross over and head back east along a small shopping center to the beginning of the Lehigh Gorge Canal Park and park there. By scaling the embankment and walking east to a point overlooking the bridges, a very fine shot can be had of the train snaking in an "S" over both the river and the ex-CNJ right of way. The sun is not ideal here around 8:30 a.m., when the train usually passes but if it is a little late the situation improves with each minute. Also, the summer is not the best season to be here on account of overhanging foliage.

Back behind the wheel again, we head north out of White Haven (the station here was recently demolished but, if time

allows, check out the small LV roundhouse still standing along Towanda Street) along Route 437 and several miles up we make a left turn immediately after passing under a concrete railroad bridge. This local road will take us to Crestwood and we should beat the train here, but not by much. (By making a right turn off Route 437 shortly after leaving White Haven and using a State Game land road, one can reach White Haven tunnel, but the train cannot be beaten here from a stop at White Haven. It is a better idea to leave the White Haven tunnel for the return trip. Also, the sun is against westbounds in the morning here and, unfortunately, eastbounds at the east portal in the afternoon).

Slow orders are no longer in effect from Crestwood to Penobscot due to recent track rehabilitation. The water bottling plant at Glen Summit supplied the dining cars of the CNJ and LV in the days gone by. The tableland from Crestwood to Penobscot and Gracedale was known on the CNJ as the "Rida Level," and on the nearby, now torn up Lehigh Valley, as the "Apex." In the Crestwood Industrial park R&N serves several shippers, among them Certainteed Insulation, HPG Company and AEP, a plastics plant.

PITTSTON YARD is the operational hub for the Reading & Northern's Lehigh Line. The Crestwood Local, powered by U23B 2399 and ex-Conrail SW900 8710 was switching the yard on November 29, 1998 (above). **SW1200 1202 rests at the Pittston yard office on February 8, 1998** (below). **R&N rosters a small fleet of EMD switchers painted in Reading-inspired colors.**

Proceeding west again, a good shot can be obtained of the train coming around a curve and under a signal bridge (with one solitary signal) as it enters the ruins of Penobscot yard. (This yard is slated to be rebuilt in order to lighten the load at Pittston. Large piles of ties and rail are stored here for this project). Slow running will enable the chaser to comfortably reach the western yard throat where the single track begins through Solomon's Gap.

Before taking off from this point one should look across Route 309 to the high bank on the other side of the highway. This is where the original Lehigh Valley line went across on its way down Wilkes-Barre Mountain to the city of the same name. Also very worthy of exploration in this area are the ruins of the Ashley planes which begin just east of Solomon's Gap.

Anyhow, now it is on to Laurel Run (Oliver's Mills on the LV), our next photo opportunity. With the vehicle firmly in Run 8 but observing track speed, of course, we proceed down the steep grade of Highway 309 and make a right turn near the bottom onto Laurel Run Road (towards the Wilkes-Barre Golf Club). It is 2.7 miles in from the highway to the junction at Laurel Run.

Let's take a quick break and sort out the R&N's heritage up to this point. From Packerton to Frasers, just west of White Haven, the train is on the ex-Lehigh Valley. From Frasers to Laurel Run it is on the CNJ, and from Laurel Run to Mehoopany it is on the former Lehigh Valley. These variations are the result of latter-day attempts to stave off the inevitable on the part of the LV and CNJ by consolidation and rationalization of duplicate trackage.

Laurel Run is the location of one of the worst wrecks in the history of either railroad. This occurred on December 26, 1965, at 5:52 a.m. and involved an eastbound CNJ freight (CA6) colliding head on with westbound LV Extra 625 West. Mercifully, no one was killed but damage to equipment and to the interlocking was considerable.

Back to the chase — from Laurel Run it is necessary to back track (no pun intended) to Route 309 where we make a right and proceed to Interstate 81 and then head north to exit 48. Proceeding on Route 315 north, at the D&H Avoca station we make a left turn onto McAlpine Street. Cross over the tie plant spur track (the Kerr-Magee tie plant closed in November 1996 with operations consolidated in the Lock Haven area) and the LV main and proceed on McAlpine, which becomes Phoenix Street in Duryea, our next stop. After passing under the bridge which carried the Erie's Wyoming Division over the road we eventually come to a fine broadside view of the railroad passing below us with the town of Duryea in the background. We are now almost at Coxton/Pittston Yard and, passing through the grade crossing, we come alongside the tracks for a short distance before making a very sharp right turn under the LV Mountain Cutoff and across the DL&W Bloomsburg Division. This local road will take us up to CP SPRING (short for Falling Springs, the waterfall at the west end of Coxton yard). If permission

STILL IN DRESS BLUE, Conrail Leasing 540 and 545 lead LEPI through the snow at Crestwood in November 1997 (above). **Glen Onoko, located just above Jim Thorpe in the Lehigh Gorge, is one of the most accessible scenic locations on the Lehigh Line. LEPI is heading out of Jim Thorpe amidst long winter shadows at Glen Onoko with SD45-2 3601 in charge** (below).

has been procured from the R&N, one may enter the yard through a gate located about half way between CP SPRING and the beginning of Coxton Road.

The massive coaling tower still stands here, as does the more modern sanding facility for diesel power. The roundhouse is in a sad state of dilapidation but, amazingly, some of it is still in use by RMDI for doing rebuilding work on motive power for various parties. Behind the roundhouse, the remains of a track can be traced to the still standing through truss bridge which brought the West Pittston branch across the Susquehanna to connect with the Bowman's Creek branch, both long gone. On the west side of the Susquehanna River the West Pittston & Exeter railroad ran along the bank. This was an independent road until the big flood of 1972 when its operation was assumed by the Lehigh Valley. Along this route was located one of the last of the giant anthracite breakers, that of the Sullivan Trail Coal Company. This historic structure was bulldozed in August 1996. For many years the wreck of an ex PRR Baldwin RF16 B-unit was to be seen here. This unit was one of three reengined by Alco in the early 1960s with their 251 prime movers, for the PRR. This one B-unit was brought, without trucks, to the Sullivan Trail breaker to serve as a fixed generator. It disappeared beneath the blade of the bulldozer with the coal breaker in 1996. A short distance upriver from the site of the Sullivan breaker are several derelict switchers that once served the Pocono Northeast.

Persons wishing to continue the chase north to Mehoopany can follow Coxton road north along the river, which will eventually join with Route 92. Many vantage points exist between CP SPRING and Mehoopany, not the least of which is the Vosburg tunnel. The tunnel can be reached from U.S. Route 6 near the top of the mountain at Russell Hill near Mehoopany by taking a narrow asphalt road which goes over the top of the old LV at the east end of the tunnel. Also worth bearing in mind is the still standing LV station at Tunkhannock along with an ex-Lehigh Valley caboose (in faded CR paint) on the Agway siding there.

As of this writing in June 2000, all the U23B's have been taken off the R&N roster, although two B23-7s remain. Former Grand Trunk SD38s have been acquired to replace the U-boats. Nonetheless, the R&N still provides a Reading-inspired experience for visitors to the magnificent Lehigh Gorge.

The author wishes to recognize the invaluable help of Mike Bednar in the writing of this article and thanks him and other R&N employees for their hospitality and assistance.

The Galesburg Safety Express

by Bob Gallegos

PHOTOGRAPHY BY BOB GALLEGOS

BNSF and Milwaukee 261 team up to spread the safety message

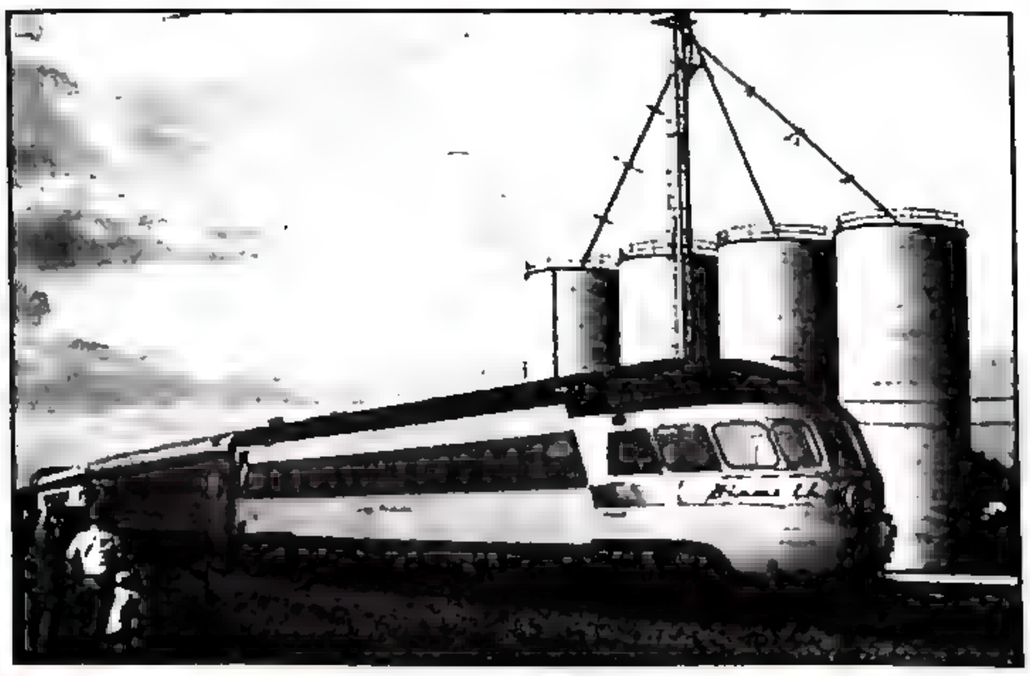
MILWAUKEE ROAD 261, with the *Galesburg Safety Express* in tow, blasts through Galva, Illinois, at better than 50-per on May 20, 2000 (above). **The excursions were organized to promote safety programs such as Operation Lifesaver, and a banner in the tool car door proclaimed the joint effort between the Friends of the 261 and BNSF** (left).

BIG MAIN LINE STEAM POWER and the call of the high iron drew thousands of people trackside in west-central Illinois over the weekend of May 20t-21, 2000, as former Milwaukee Road 4-8-4 No. 261 took to the mainline at the head of the *Galesburg Safety Express*. The 250-plus mile round trips, organized by the Friends of the 261, Inc., and the Chicago Chapter NRHS and hosted by BNSF, operated over BNSF's former CB&Q mainline between Chicago and Galesburg both days. The *Galesburg Safety Express* trips were designed to increase community awareness of grade crossings and railroad safety. As 261 engineer Steve Sandburg says on the 261 Web site, "If the 261 reminds one person to Look, Listen and Live it's all worth it."

The train was an impressive sight. The consist included varnish from a variety of sources, many in appropriate Milwaukee Road colors, with recently restored Milwaukee Road Sky Top lounge *Cedar Rapids* bringing up the markers.

The train departed downtown Chicago at 8:00 a.m. both days and made passenger stops at Naperville and La Grange. Onboard, passengers were treated to information about Operation Lifesaver, railroad safety and the historical role railroads played in the development of the United States. In addition, the trips coincided with the 75th Anniversary of Chicago Union Station.

Remarked one casual observer, "Last time that engine rolled through she was limping along at walking speed." referring to the mechanical troubles the train had on its last visit to these parts. This time, however, things went great with high-speed running the rule for both days. Trackside observers were pleased with the chance to see 261 strut her stuff at better than 55 miles per hour across the Illinois farmland under mostly sunny skies.



PHOTOGRAPHERS ARE TREATED to a nice smoke plume from Milwaukee 261 as the 4-8-4 sweeps through Buda, Illinois, on May 20th (above right). **In addition to having a Milwaukee veteran on the point of the train, the *Galesburg Safety Express* consist also ended with a Milwaukee look — Sky Top Lounge *Cedar Rapids* provides the proper finish to the train for lineside spectators as it speeds through Mendota, Illinois** (right).

A Man and His Locomotive

The Chehalis-Centralia Railroad Association Story

by Kurt Anders

CHEHALIS-CENTRALIA RAILROAD ASSOCIATION NO.15 crosses over the Payallup River Trestle near Tacoma, Washington, during the city's Rail Fan Days on May 6, 2000 (above). **The Mikado originally worked for the Cowlitz, Chehalis & Cascade. The open car is a converted Pullman sleeper. Representing the current and future generations of steam preservationists, 73-year-old Harold Borovec and 22-year-old Andy Rose pose with No.15 at Chehalis, Washington, on May 8, 2000** (below).

LITTLE DID ENGINEER Harold Borovec realize that the steam locomotive he used to operate around the rail yard in Chehalis, Washington, while working for the Cowlitz, Chehalis & Cascade Railway would be steamed up again after its retirement to a Chehalis city park. But after thousands of hours of volunteer work over a two-year period by many dedicated individuals including Harold himself, steam locomotive No.15 roared back to life in 1989 after 34 years of quietly sitting.

It is hard to separate Harold Borovec from 2-8-2 No.15 because both have spent about the same period of time in the Chehalis area. Harold was born there in 1927 and the Mikado came to the city a year later after working for the Puget Sound & Cascade Railway near Mount Vernon, Washington, as No.200. Harold spent much of his youth in and around the local rail yards, which eventually landed him positions with both the Northern Pacific Railroad and No.15's railroad, the Cowlitz, Chehalis & Cascade Railway. He worked for the latter until it went out of business in 1955, and No.15 was retired after 27 years of transporting logs and lumber to Chehalis from the Winston Creek area of Eastern Lewis County near the Cowlitz River.

In 1958, Harold left the Northern Pacific Railroad to pursue other job opportunities, but he still had railroading in his blood. He had hopes that No.15, a Baldwin product of 1916, would someday steam again, but the time for that to happen was not at hand, so he had to pursue his railroad interests elsewhere.

Starting in the early 1960s, Harold began volunteering his time as an engineer and mechanical officer for several tourist operations in Washington State including the Puget Sound & Snoqualmie Valley, Camp Six and the Mount Rainier Scenic. That experience made him more than qualified to take on the task of rebuilding No.15 at the Mount Rainier Scenic's shops in Mineral, Washington, when it was determined that a tourist operation in the Chehalis and Centralia area was worth the effort.

The Chehalis-Centralia Railroad Association (CCRA) was formed in 1987 to undertake No.15's return to steam. When restoration was completed in 1989 engineer Harold Borovec, wearing his signature red hat with white polka dots, was once again at the controls of the Mikado some 34 years after many had thought, including Harold, that it had been retired for good.

Making railroad history again

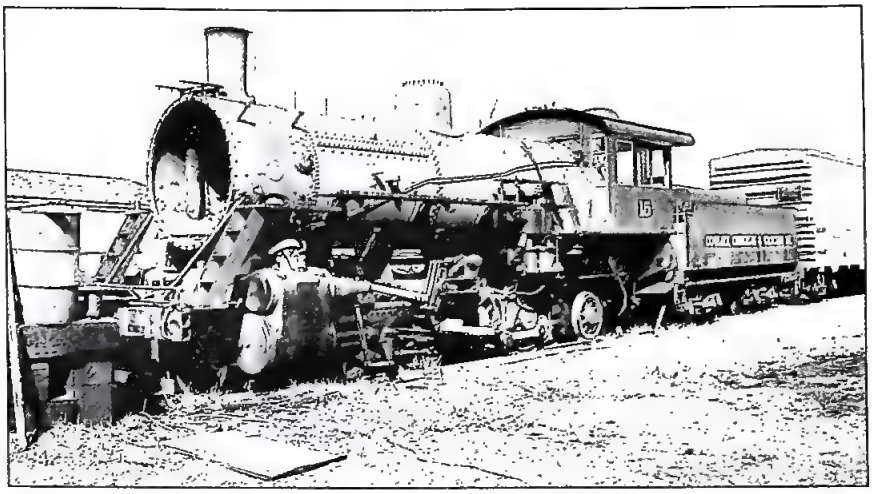
It would seem to most that restoring and operating a 1916 steam locomotive would be more then enough to secure a place in history. However, Harold Borovec and the CCRA aren't ones to rest on their laurels.

In May of 1996, a once in a lifetime event occurred when No.15 met Southern Pacific No.4449 in Chehalis as it made its way home to Portland, Oregon, from Vancouver, British Columbia, on the BNSF main line. The sight of these two historic steam locomotives chugging side by side was awe-inspiring to say the very least.

What was so striking was the size difference between the smaller 2-8-2 Mikado and the larger 4-8-4 Northern type as well as how steam technology had advanced from 1916 to 1941. Through the cooperation of Harold Borovec and Doyle McCormack, engineer and custodian for the 4449, this event was made possible. The Northwest is priveleged to have many fine steam people working to preserve the region's railroad history.

In May 1998, No.15 was involved in another major historical event when it participated in a steam quintuple-header railfan special at the Mount Rainier Scenic Railroad's operations in the shadows of its namesake landmark. Jack Anderson, MRSRR's general manager and chief mechanical officer had hoped that all five of his engines would be ready for the big event, but as the event grew closer it was obvious that repairs on the railroad's own Porter-built 2-8-2 would not be completed in time in order to join MRSRR's other four steam locomotives. A call was made to Harold Borovec and the CCRA asking them if they could come to the rescue with No.15, so the scheduled quintuple-header would become a reality. Needless to say, Jack Anderson's prayers were answered when Harold and the locomotive traveled some 65 miles over Tacoma Eastern Railway trackage to Elbe from Chehalis, arriving less than twelve hours before the event was to take place (for the complete story on this event see the August 1998 R&R).

Besides participating in a quintuple-header passenger train the next day, No.15 also doubled-headed with MRSRR No.17, an Alco 2-8-2 tank engine, on a passenger roundtrip to New Reliance as well as acting as point engine or helper on several other passenger and freight car combinations.



CCRA NO.15 is undergoing boiler refluing and other repairs in the Chehalis-Centralia rail yard adjacent to the BNSF main line in Chehalis in March 2000 (above)**. The Mikado approaches the Highway 6 underpass near a rock quarry between Spooner Road and Ruth, Washington, in August 1997** (below)**.**

The visiting No.15 remained at the MRSRR's shops in Mineral for several weeks after the event undergoing minor repairs in order to get ready for the 1998 tourist season.

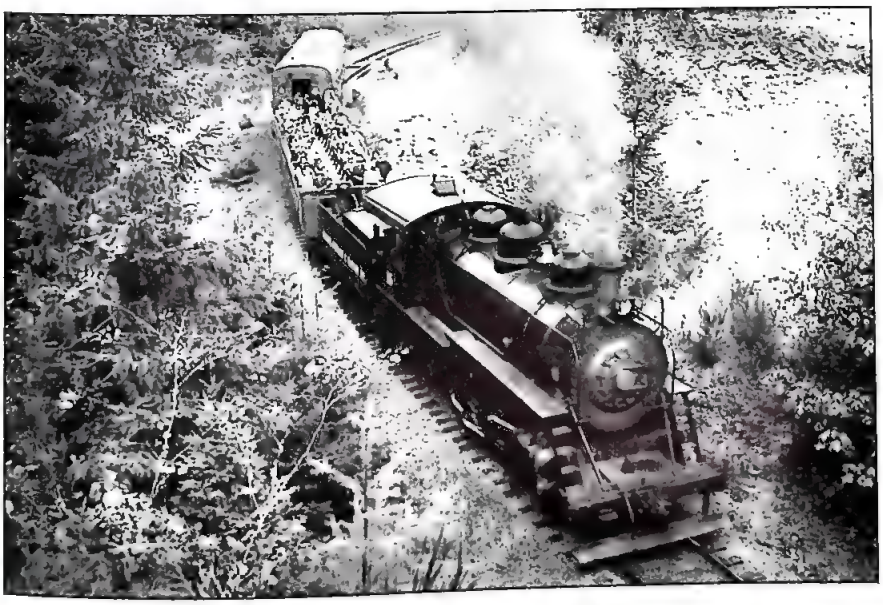
And if that was not enough history-making action for the month of May, Harold and his crew also spotted numerous vintage boxcars at a siding in the Rochester, Washington, area on their way back to Chehalis from the quintuple-header event for the Tacoma Eastern Railway. Several boxcars were transported by No.15 from Rochester to the BNSF-Union Pacific interchange in Centralia which was a rare sight indeed.

Trials and tribulations

Originally, the CCRA started in 1989 with passenger excursions over Weyerhaeuser Timber Company's Chehalis Western tracks (formerly Milwaukee Road) between Chehalis and Centralia as well as between Chehalis and Ruth during the summer months with, occasional dinner trips to various destinations north of Centralia. New ownership of the track north of Chehalis resulted in the CCRA confining its operations to the Chehalis-Ruth route, which was still owned by Weyerhaeuser.

With Weyerhaeuser wanting to divest itself of that line as well, there was a period of time that the CCRA wondered if it would have any track left to run on at all. But, fortunately the rail gods shined favorably on the CCRA, and the line was saved when it was purchased by the Port of Chehalis for future industrial use as well as current use by the CCRA.

Another setback threatened to curtail operations for the 1996 season when a major flood in February damaged track, roadbed and bridges. But Harold and his crew of dedicated individuals, including inmates from the local county jail, worked tirelessly for many weeks repairing the damage in plenty of time to save the 1996 season — showing once again that Harold and the CCRA are more then ready, willing and able to meet any challenges that either man or nature can throw at them.



Vintage rolling stock

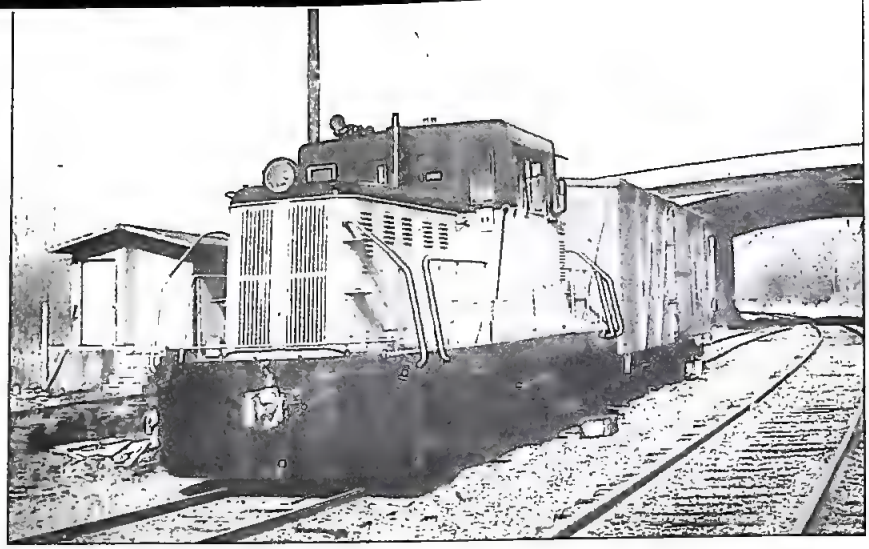
Along with Mikado No.15, the CCRA uses three 1920s-era cars for its passenger and dining service. An open observation car is a former Pullman sleeper with the top cut off. Two former Union Pacific heavyweight cars are also used, one as a coach, the other mainly serving as a dining car but also used as a coach when needed.

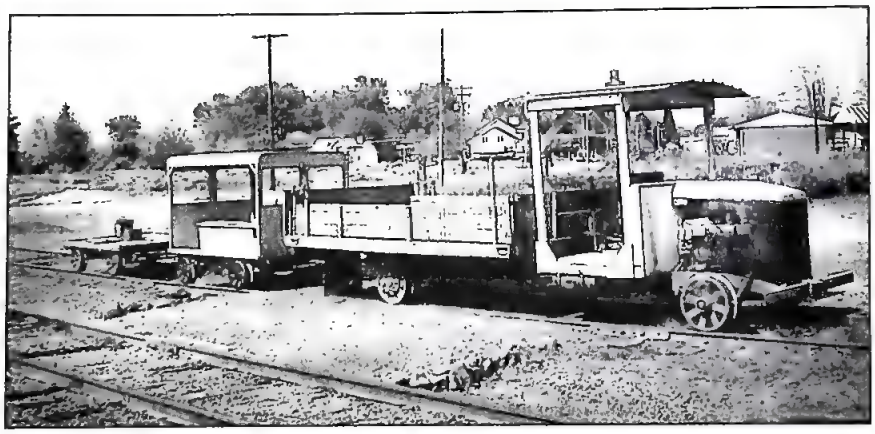
A former U.S. Navy 1942 Vulcan 45-Ton center cab diesel engine serves as the CCRA's switch engine for rail yard duty only. Two all-steel former Union

Pacific cabooses from the 1950s and 1960s are on static display, with one serving as a ticket office and gift shop. The other may be used for passenger service in the near future.

Additional rolling stock includes a World War I-era Milwaukee Road wood sheathed, steel frame boxcar which is used as a tool and storage car, while a 1950 Chicago, Burlington & Quincy all steel boxcar is used as a movable billboard and storage car. A 1940s-era Milwaukee Road all steel boxcar has recently be added to the inventory after spending time in the service of the Mount Rainier Scenic Railroad.

CCRA's various maintenance of way equipment includes a speeder with trailer and a rail vehicle affectionately known as the *Misfit,* a combination of old truck and railroad equipment parts.





Plans for the future

First and foremost, CCRA is working on plans to construct a 50-foot by 200-foot shop building near its current rail yard that will be large enough to protect all of its rolling stock as well as parts, tools and other materials from the adverse effects of Pacific Northwest weather.

Also on the agenda is the movement of a small depot to the site. The building was originally used by the Milwaukee Road and then later by the Chehalis Western Railroad. The depot, which will be placed near the new shop building, will serve as CCRA's ticket office and gift shop.

Because CCRA is a non-profit organization, it is always seeking new members and benefactors that will not only donate funds, but also volunteer their time to work on the railroad, where maintenance is a never ending chore. Without the thousands of hours of dedicated volunteer labor over the last 13 years, the restoration and continuous operation of steam locomotive No.15 would have never taken place.

To insure its future, CCRA is looking to its younger members to step forward to keep No.15 steaming well into the 21st century. One such person is Andy Rose, who started volunteering his burgeoning talents at the ripe old age of nine. Now 22, he is one of the youngest steam locomotive engineers in the country. Through the years, Andy has become a seasoned veteran of railroad maintenance and operations for CCRA under the watchful eyes of his mentor, Harold Borovec. He shares Harold's same enthusiasm and dedication in preserving Pacific Northwest railroad history, which bodes well for the future of CCRA and those who enjoy steam railroading throughout the world.

FORMER U.S. NAVY No.9, a 1942 Vulcan 45-Ton center-cab diesel sits in the CCRA rail yard in CHehalis with Milwaukee Road 711018, a wood-sheathed boxcar from the World War I era (top). ***Misfit,*** **a combination of old truck and railroad equipment parts, sits in teh yard with a speeder** (above). **CCRA No.15 (wearing lettering for its original owner, the Cowlitz, Chehalis & Cascade) heads west over the Newaukum River trestle near the Shorey Road crossing** (below). **During Tacoma's Rail Fan Days, No.15 approaches the Payullup River trestle near downtown Tacoma** (opposite). **Mount Rainier Scenic's ex-Milwaukee caboose brings up the markers.**

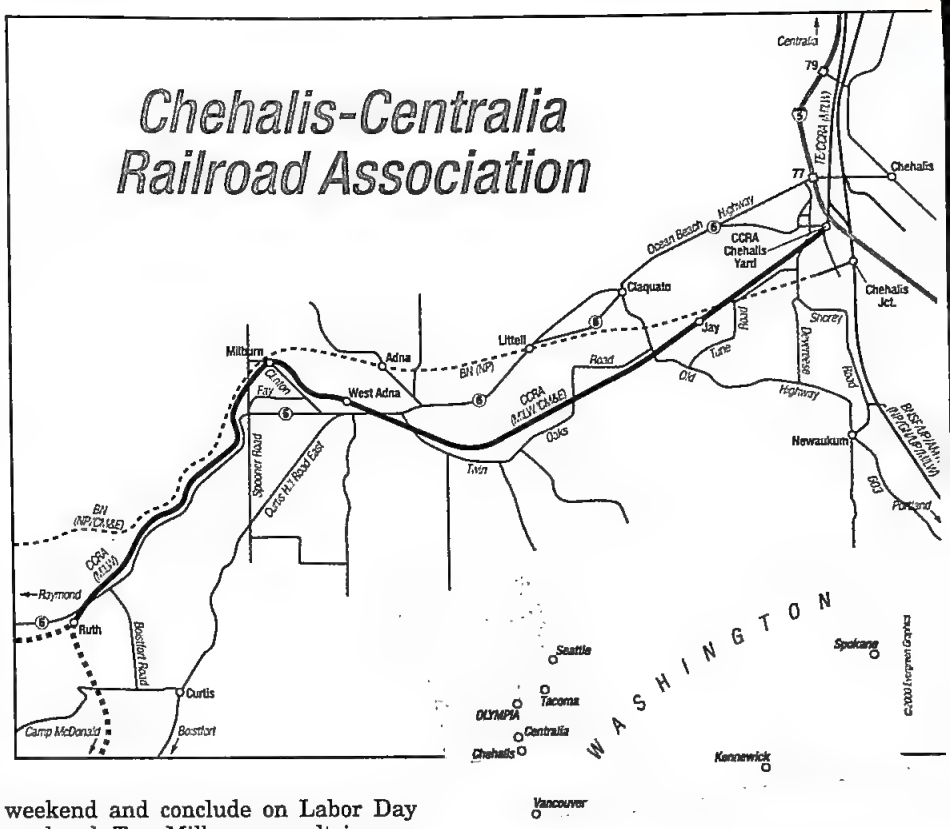
DAVID LaCLAIR

Recent train movements

Late in 1999, No.15 was moved to higher ground to undergo mandatory boiler flue replacement which was required by the Federal Railroad Administration. The refluing of the boiler was completed in April 2000 at a cost of around $12,000 and nearly 4000

hours of volunteer labor. Before returning to service, the Mikado received a new coat paint which has it looking like a new steam locomotive just out of the factory.

On May 4, 2000, No.15 and its full complement of passenger cars headed north some 50 miles to Tacoma, Washington, to attend Rail Fan Days on May 6th and 7th. While there, the locomotive transported hundreds of passengers on a short ride; CCRA borrowed an ex-Milwaukee Road caboose from the Mount Rainier Scenic Railroad for the trips. After a successful two-day event, No.15 triumphantly returned to its home base in Chehalis to begin its 12th season providing excursion train trips through the beautiful Chehalis River Valley.



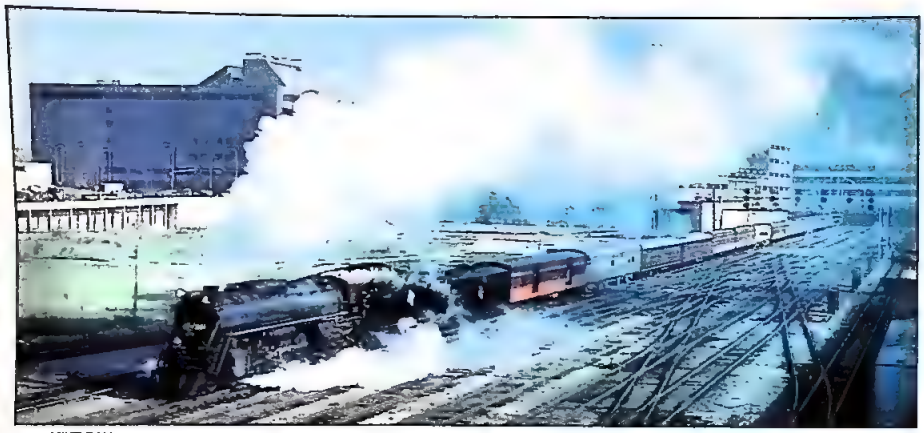
Enjoying the ride

As passengers travel through the fertile Chehalis River Valley, they are treated with views of Mount Rainier, Mount St. Helens, and the Chehalis and Newaukum Rivers. The surrounding farm lands provide a peaceful setting where horses and cattle graze on acres of lush green grass and crops grow tall in the afternoon sun.

The CCRA provides passengers with several excursion options to enjoy the Chehalis River Valley. A twelve-mile roundtrip to Milburn, Washington, is offered twice a day on Saturdays and Sundays (1:00 p.m. and 3:00 p.m.) and an 18-mile roundtrip to Ruth is offered on Saturdays only (5:00 p.m.). A dinner train occasionally replaces the regular Ruth trip so passengers can enjoy a delicious first class meal as well as the scenery. The CCRA excursion trips begin each year on Memorial Day weekend and conclude on Labor Day weekend. Two Milburn roundtrips are offered on Memorial Day and Labor Day.

The CCRA excursion train is located right next to Interstate 5 in Chehalis, Washington. It can be reached by taking exit 77 off I-5 and traveling west to Riverside Drive then south to Sylvenus Street which ends at the entrance of the CCRA rail yard parking lot.

Whether it be a regular excursion trip or a delicious meal on their dinner train, 73-year-old engineer Harold Borovec and his pride and joy No.15 are more then willing to provide passengers with a delightful trip back into time when steam locomotives ruled the rails and passenger travel was a true experience. For more information, please call 360/748-9593 or visit CCRA's web site at *www.ccrra.com.*



MIKE RAIA

Milwaukee Steam on BNSF

BNSF and the Friends of the 261 and Chicago Chapter NRHS teamed up recently for a pair of Chicago-Galesburg round trips using the former Milwaukee Road 4-8-4 No.261 for power. Dubbed the *Galesburg Safety Express*, the May 20th and 21st excursions were designed to increase awareness of grade crossing safety and railroad safety in general. The *Galesburg Safety Express* is seen steaming its way out of Chicago at Roosevelt Road on May 21, 2000. For additional detail on this event, see **page 43.**

B&SV Triple-Header

When the Chicago & North Western Historical Society held its annual meeting in Ames, Iowa, on May 19-21, 2000, a bit of history was made on the Boone & Scenic Valley, which operated an excursion for the group. B&SV officials say this represents the first time the railroad has operated a triple-headed passenger train. Paused on the the Bass Point Creek High Bridge, the train, led by former C&NW NW1 No.1003, also includes ex-Air Force 80-Tonner No.2254 and ex-ADM S2 No.1098.

DANA GREFE

STEVE BARRY

Arkansas Geep Goes North

New York & Greenwood Lake, current operator of the former Conrail Dundee Spur in New Jersey, has picked up additional motive power in the form of former Fort Smith GP9 No.1791. The Geep arrived at the NY&GL on March 30, 2000, and was put into service still in Fort Smith colors in early April. My mid-May, it was painted into the NY&GL's Erie-like livery. On June 5th, the Geep was working in the railroad's newly constructed yard at Passaic, New Jersey.

ALEXANDER D. MITCHELL IV

MARC's Obs

New to MARC is ex-New York Central observation car No.48, now MARC1. The 1948-built Budd product will be used for inspection and dignitary service, and is compatible with the Maryland commuter agency's "heritage" fleet of former Pennsylvania Railroad coaches. Received from a car broker in exchange for retired RDC's, the car is painted in the current MARC scheme, with safety glazing and removable emergency windows added.

MICHAEL T. BURKHART

Sign of Things to Come?

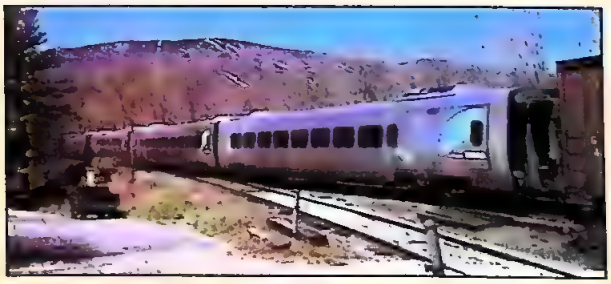
On April 29th and 30th, Amtrak and Steamtown teamed up to offer a series of passenger excursions between Steamtown's site in Scranton, Pennsylvania, and Binghamton, New York, along with shorter trips from Scranton to Pocono Summit, Pennsylvania. The well-patronized trains ran with a pair of F40s (Nos.310 and 247), Amfleet equipment and private car *Lehigh Valley 353*. The trips could be a sign of things to come: With New Jersey and Pennsylvania on the brink of restoring the Lackawanna Cut-Off to provide passenger service from New York to Scranton, New York State officials are once again looking at the possibility of service to Binghamton.

Bras D'Or Up and Running

The *Bras d'Or*, Via Rail Canada's new weekly Halifax-Sydney tour train, is up and running, with much of its route covering the Cape Breton & Central Nova Scotia. The seasonal train, which operates out of Halifax every Tuesday morning (from May 9th through October 17th) and arrives in Sydney that afternoon, uses equipment from the *Ocean* (which has no Halifax departure on Tuesdays). On Wednesday mornings, it returns from Sydney to Halifax. Marketed as a tour train, the *Bras D'Or* features running commentary from a tour guide and a one-hour stop at Port Hawkesbury. The initial run rolls past the Orangedale depot, now a museum, on May 9th, with F40 No.6417 in charge.

HOANG CHI COOK

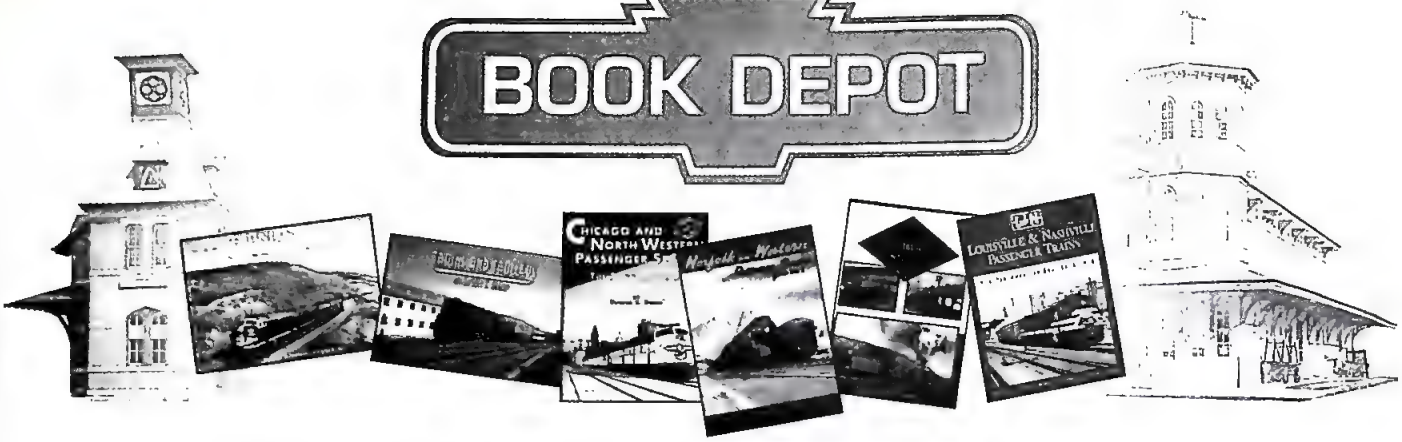
PHOTOS: JIM SHAUGHNESSY



Acelas on the Way

Bombardier's Barre, Vermont, plant continues to turn out Amtrak's new *Acela Express* high-speed train sets. The coaches are assembled at Barre, then shipped to Plattsburgh, New York (via New England Central, Green Mountain and Canadian Pacific), where the power cars are fabricated and attached. One of the train sets rolls through Ludlow (**above**) and Healdville, Vermont (**left**), on May 3rd behind Clarendon & Pittsford GP38-2 No.204.

BOOK DEPOT



***NEW!* Chicago & North Western Passenger Service (A17306),** Dorin. The route of the "400s" gets its due in this look at C&NW's post-war passenger trains, both intercity and Chicago commuter operations. Includes rosters and over 175 black & white and color photographs. 124 pp hard $26.95

***NEW!* F-Units: The Locomotives that Revolutionized Railroading (A13418),** Mulhern & Taibi. Back in print! The classic book showcasing the workhorse units in their heyday, working for a variety of railroads in a wide range of duties. Includes a short history and many black & photos. 80 pp soft. $15.95

***NEW!* Louisville & Nashville Passenger Trains (A17304),** Castner, Chapman & Dorin. From the *Pan American* to the *Humming Bird* to the *South Wind*, this landmark books looks at the great trains of the L&N. Includes consists, diagrams and over 300 black & white and color photographs. 234 pp hard $18.95

***NEW!* Norfolk & Western Passenger Service (A17307),** Miller. Covering the N&W's renowned passenger fleet in the post-war years between 1946-1971, the book details the operations of the *Powhattan Arrow*, the *Pocahontas* and more, with 200 black & white and color photos. 136 pp hard $18.95

***NEW!* Reading Steam in Color (A14312),** Plant. An all-color look at the last decades of the notably diverse steam power on the popular Pennsylvania Anthracite hauler. From T1s to K1s to Camelbacks to the *Crusader*, they're all here in full color. 128 pp hard. $49.95

***NEW!* Trains and Trolleys (A17098),** Mead. A splendid collection of photographs of long-gone steam, electric traction and first generation diesel from the 1940s through the '70s. Includes many rarities like streetcars in Westchester County, New York, and more. 112 pp soft $18.95

Alco's to Allentown (A12501), Biery. Pennsylvania diesel pictorial with Alcos, Baldwins, F's, more. 111pp,soft....$29.95

Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard $41.95

Anthracite Country Color (A16869), Bernet. Color photos of early diesels, some steam in eastern Penn. 48pp soft .$19.95

B&O's East End: Neck of the Bottle (A17051), Hollis & Roberts. Harpers Ferry to Cumberland. 224pp hard $50.00

B&O Great Photos...A Pictorial (A17050), Roberts. From steam to CSX, in color & black white. 206pp hard $40.00

B&O Thunder in the Alleghenies (C00097), Mellander. New edition of a classic! A photographic look at mountain railroading in the final days of steam and early days of diesel. Focuses on legendary B&O places like Sand Patch, Magnolia Cut-Off, Seventeen Mile Grade and more. 80pp soft $14.95

Baltimore & Ohio Heritage 1945-1955 (C52), Krause & Crist. Steam/diesel action in black & white. 48pp soft .. $7.95

Baltimore and its Streetcars (A13419), Harwood. Pictorial of Baltimore streetcar lines. 96pp soft $10.95

Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M and MEC before they were purchased by Guilford. A nice look back at classic N.E. railroading. 128pp hard. $39.00

Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard $49.95

Boston & Maine Trackside (A14310), Mitchell and Byron. Mitchell's photographs capture the colorful New England carrier in two distinct time periods — the '50s and the '70s — showcasing the line in both the steam-to-diesel transition and the second generation diesel era. All-color. 128 pp hard.....$54.95

Building the Independent Subway (A13404), Kramer. Reprint of illus. history of NYC subways. 80pp, soft.....$15.95

Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . $7.95

Conrail Motive Power Review 1986-1991 (A16132), Withers. Details on Conrail diesels, with rosters and extensive illustration. 252pp, hard.....$48.00

Conrail's SD40 and SD40-2's (A16865), Bernet. All-color pictorial covering the popular EMD locomotives on Conrail. Includes roster information. 48pp soft $19.95

Conrail - Final Years 1992-1997 (A16138), Withers. Thorough coverage of Conrail's later diesels. 208pp, hard.....$48.00

Connecticut Company's Streetcars (C00082), Kramer & Wadhams. Black & white photos, rosters. 96pp soft .. $21.95

Connecticut Company's Streetcars (C00083), Kramer & Wadhams. Black & white photos, rosters. 96pp hard . $26.95

Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft $8.95

Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard $45.00

Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard.....$49.95

Diamondbugs (A16870), Grasso. Rail motor cars on the Erie. Rare photos, well-researched text. 64pp, soft $14.95

East Broad Top: Slim Gauge Survivor (A15909), Mellander. All-color album of regular-service EBT. 126pp hard.....$48.00

East Broad Top (A12048), Rainey & Kyper. Comprehensive history with maps and photos. 256pp hard.....$49.95

Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft $17.95

Erie Lackawanna East (A13424), Zimmermann. Pictorial look at the final days of the EL. 80pp soft $9.95

Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard $45.00

Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....$49.95

Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the West End. 128pp hard $45.00

Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....$39.95

Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard $45.00

The Erie Railroad Story (A14206), Carleton. B&W photos of Erie motive power. 224pp hard $38.95

Guilford: Five Years of Change (A16902), Hartley. Guilford ownership on the B&M, MEC and D&H. Color. 112pp soft $30.00

Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft.....$19.95

Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft.....$19.95

Hoboken's Lackawanna Terminal (A13423), Scull. Many rare photos. 96pp soft $12.50

Horseshoe Curve Remembered (A00912), Kramer. Color and B&W pix of the curve in all eras. 16pp soft.....$3.95

Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos, 12 maps and more. 128pp hard $29.95

Ida Was a Tramp (C78), Quinby. Steamship and railroad lore intermixed. 278pp hard $12.00

Jersey Central Lines in Color (A14250), Brennan. From NYC to Scranton, mostly 1960s scenes. 128pp hard . $45.00

Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard $37.95

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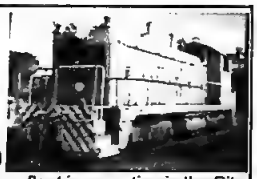

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The *Golden Sunset Dinner Train*

WHEN YOU MEET HIM for the first time, you can't help notice Mike Hart, CEO and President of California's Sierra Railroad and its *Golden Sunset Dinner Train*, is a young man. One thinks immediately of Silicon Valley riches, perhaps an early retirement, and now to play with trains. "I'm 38," Mike says when asked. "I got into railroading five years ago. And while I know people who've hit it big in Silicon Valley, I still go to work every day."

So how did he come to own one of California's most fabled short lines? "I owned a sand quarry in Santa Cruz," Hart says. "We needed a line to haul our sand." While searching for a way to bring a line in, he learned the Sierra Railroad was for sale. "It reaches the largest region of sand, gravel and hard rock in the country," Mike says. Backed by a closely held corporation, he moved to Oakdale and set up shop hauling sand instead of quarrying it. That, plus other quarry products, cut lumber and wood chips, make up the bulk of the railroad's freight business.

And why, with a small but thriving freight line at his command since 1995, did he launch a dinner train in December of 1999? "Primarily to better utilize the track and equipment," says Hart, "and to diversify our sources of revenue." It's at this point in the conversation that the company's ambitions for profitable rail passenger service come up for the first time. "Our tracks access Yosemite National Park," Hart adds. "Our plan in 1998 was to start a barbecue picnic ride 'n' dine to Cooperstown, where we have a wye. Bob Steele, our Manager of Rolling Stock, once operated the *Spirit of Oregon* dinner train in Portland. His insights and experience changed my thinking."

So youth and inexperience, combined with the enthusiasm and ambition that mark entrepreneurs everywhere, created a perfect combination for launching a dinner train. Joined in 1999 by his brother, Chris, 33 years of age and now Vice President of Sales and Marketing, Mike Hart and company have built a new "old train station" in Oakdale that includes a 2000-square-foot prep kitchen. They've acquired two ex-CalTrain hi-level coaches, each with its own kitchen and seating for 80 for dinner, and two ex-Santa Fe single-level cars, one equipped with a kitchen and seating for 48, the other outfitted as a bar/lounge with a dance floor. They've painted GP9 No.46 to match the cars. They brought in Debra Lucas, a California Culinary Academy graduate and owner of a successful catering service, as executive chef. And, in a neat historical twist, added General Manager Wehman Caldwell, who once managed the first dinner train in America, the Sierra Railroad's 1970s-era *Supper Chief* (see ON THE MENU, February 1997).

The *Golden Sunset Dinner Train* departs on selected Friday evenings at 6:00 or 7:00 p.m., and every Saturday evening at 5:00 p.m., the early departure ensuring daylight running and the "golden sunset" of name. A menu that is fixed for now, but that will change with experience, offers a four-course dinner with a choice of Prime Rib au jus with potatoes, Chicken Roulad (a breast stuffed with Feta cheese and spinach), or Filet of Salmon with herbs de Provence, with rice Pilaf, all with mixed vegetables of the season and dessert. A Sunday Brunch train departs at 10:30 a.m., and offers a multi-course deluxe breakfast. A special collection of wines are available for purchase, their bottles soon to be decorated with labels bearing the artwork of Patrick Karnahan from the railroad's calendar.

In all, it's a pretty sophisticated operation for just starting up. "Well, we've had to make things up as we go," says Mike Hart. "When we started out we were new to railroading. All we knew about dinner trains was the *Napa Valley Wine Train*. That's a pretty high standard. We've been surprised to learn how many dinner trains there are, and to learn that this is how most of them have done it. Trial and error."

Originating at 220 South Sierra Street in Oakdale, California, the *Golden Sunset Dinner Train* runs east into the Sierra foothills. It currently covers 19 miles one way to Cooperstown, out of a total of 49 miles of track on the Sierra Railroad. Allow about four hours. Dinners are priced at $69.00 per person

Mike and Chris talk about such things as traffic polls taken after every run, local market penetration surveys, and cost-per-ticket-sold marketing analyses. One gets an early impression for how contemporary these young men are. Ambitious future plans include seeking a link to interchange with Amtrak six miles away at Riverbank, California. In addition, the railroad is heavily involved in the Yosemite Junction project, a commercial development that will handle passenger trains and buses for tourists seeking access to Yosemite National Park. "With an Amtrak link and trains to Yosemite Junction," says Chris, "we anticipate an operation similar to what you see at Grand Canyon." Meanwhile, funding is being assembled for the redevelopment of the area surrounding Oakdale station and the adjacent Hershey amusement center into an historic site. A Private Varnish Marina is planned, as are locomotives fueled by liquid natural gas, and the return of working steam.

"I bought this railroad for its strategic opportunities, not its historic charm," says Mike Hart, who quickly acknowledges the benefit of that charm. "Part of the opportunity involves an array of passenger services. The dinner train has become an important part of our business plan." Residents and visitors to central northern California are enjoying the benefits of that strategy as you read.

For reservations or information on the Sierra's *Golden Sunset Dinner Train*, call 800/866-1690 or 209/848-2100, or visit *www.sierrarailroad.com* on the Internet.

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Camera Bag

Your guide to railfan photography

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Creating a website

WHEN I FIRST GOT ONLINE about three years ago, I knew nothing about websites, but after I began to explore the Internet one of the things that amazed me is that anyone can create a non-commercial personal website for free. The only cost involved is the price you already pay for Internet access. Since I was the full-time editor of R&R, I had no need to add a rail-oriented website to my existing workload, since anything worthy of a website would probably go first into the magazine anyhow.

My "hobby," however, was my diving club, and a website would be a very useful and colorful alternative to the group's somewhat laborious photo-copied one- or two-page *Nor'Easter* newsletter. So I just sat down one evening, knowing absolutely nothing about websites, and within six hours I had a respectable page up and running. Being familiar with photo cropping and basic layout and having used ASCII "tags" in text writing certainly helped, but this is not rocket science, and a few simple explanations can make it all quite understandable to anyone.

The secret to website work is to learn a few basic elements and then just copy and repeat them in any order you want. You need to create a basic blank page, apply commands for text and background color, identify body text and headline styles and sizes and create a box for any photograph in JPEG or GIF format. One additional command will let your site "link" to other pages on your website or any other website on the entire Internet.

Okay, now. You're all railfans. You can tell a Mikado from a Challenger and differentiate an SD90MAC from a Dash 9-44CW and tell the difference between the Hanjin double stacker and SU-100 just by looking at the consist. Don't be scared when I mention that terrifying term: HTML.

Websites are created using "HyperText Markup Language," or simply "HTML." This is a series of written English language instructions that tell the computer what to put up on the screen. Unlike a magazine page, where all the elements (photos, captions, headlines and text) are fixed in place, HTML pages may look slightly different when displayed on different screens because of screen size and the relative proportions of the viewer's screen settings. As you get further into web publishing, there are elaborate tools like frames and tables that will force specific page layouts, but they are not necessary for beginners — I still don't use them.

Like any computer commands, HTML must be exact, for any typo or mistake will create a wrong result. A comma in place of a period can botch the whole works and can sometimes be maddening to detect — but HTML will always work, and if it doesn't, there is no such thing as a "glitch." You simply have to find the error that you made. And I've made some doozies. However, you can preview your work as you go, so detecting errors is fairly easy and can actually be a lot of fun.

Before we get into the specifics of HTML commands, let's look at a place to put up a website. In the summer of 1997 I was looking at a friend's GeoCities website, which carried a click-on banner proclaiming, "Get Your Own FREE Webpage." I figured, "What have I got to lose?" I clicked on and went to work. Before the week was out, I had a webpage up.

GeoCities is a huge commercial "community" of personal websites that makes its money through advertising, and its ad banners have appeared over the months with varying degrees of intrusion and irritation to the viewer. About a year ago GeoCities became part of Yahoo!, and the service noticeably improved as the advertising became more professional and less intrusive. As a beginner, I liked GeoCities because it provided everything I needed, including an upload program for images and a file manager that was easy to use. I did not need to have a webpage design program like Front Page or PageMill.

There are two basic approaches to posting a website. You can use a service like GeoCities, where the entirety of your program exists only on the GeoCities computer server (which is how mine is set up), or you can use an Internet Service

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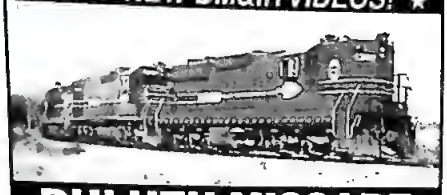

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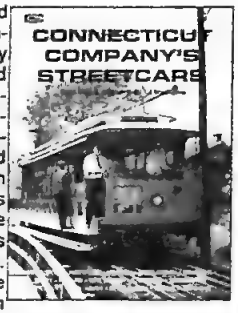

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Croton 1958?

SOMEWHERE ALONG the New York Central seemed to be the place over 40 photographers found themselves one evening, but in reality they were in Danbury, Connecticut, on May 6, 2000. The Danbury Railway Museum's annual RailFest featured its traditional Saturday night photo session where the unusual is the norm — in 1998 and 1999 the session brought back the Penn Central! This time there were three New York Central cab units all lined up. Surprisingly, none of the three ever worked for the NYC — in fact, all three *types* of locomotives were never owned by the NYC. On hand was NYC E9 4096 (originally Union Pacific), NYC FPA4 1390 (originally Canadian National) and NYC FL9 2013 (originally New Haven). Nonetheless, the trio made a very impressive line-up. Danbury's RailFest also featured a New Haven RS1 (actually ex-Rutland) working on photo freights and an inbound Metro-North trip from Grand Central Terminal via Beacon, New York, and the Maybrook line.

Provider where you design the site on your own computer and then "publish" it by transmitting it intact to the server. In the second scenario, the website will reside on your computer, where you can modify it and then transmit it intact to the server whenever you choose to update — this "FTP" (File Transfer Protocol) process, however, can be rather time-consuming, though many people prefer it.

The only thing that you need besides a computer and an online connection to create a website is a source of photos, if you desire to use them. Since I do book preparation work, I have both a flatbed scanner for prints and a slide scanner for transparencies, so I was all set (see the June 2000 CAMERA BAG for a discussion of scanners). Some photo processors will now provide image scanning service, if you don't have a scanner.

As I said before, I went with GeoCities because it gave me everything I needed in one neat package, and I would still recommend it to a beginner. You can always change or add a new website elsewhere later as you become more familiar with the process.

The GeoCities of 1997 consisted of dozens of "neighborhoods" with four digit addresses. The neighborhoods were named and grouped to reflect the general topic and content of the websites such as sports, hobbies, computers, aliens, etc. For my dive website I went with the Yosemite/Rapids neighborhood for "Outdoor Sports" and selected the address 3435 from about 50 that were offered (it was the only easy-to remember number available). The resulting website address was *www.geocities.com/yosemite/rapids/3435*, which is kind of a mouthful.

When I signed up for my CAMERA BAG demo website in mid-June 2000, I discovered to my pleasant surprise that since GeoCities was incorporated into Yahoo!, they have changed the address protocol to a more direct and personal name. I was not aware as I was signing up that the screen name that I gave them would become my domain name, but I was lucky that the one I chose worked very nicely.

To register for a new website, I clicked on the "Get Your Own Free Website" button on my dive site, which took me to *http://geocities.yahoo.com/home*. On the Build Your Website page, I clicked on "I'm a new user / sign me up!" I signed up as "JBoydCBag" and created a password that I could remember — since it was "available," the name went right through. (On my dive website, I had to try three variations before I got one that had not already been taken.) I completed the simple info form which asked for my birth date and e-mail address and some simple password confirmation information (my advice here is "keep it simple!" When asked "Where were you born?" I put down simply "Dixon" since any punctuation or abbreviation of "Illinois" could be a potential error if I remembered it wrong and needed to reference it in the future to confirm my identity.

I was immediately confirmed and assigned the website at: *http://www.geocities.com/jboydcbag*. In general, the address names are not "case sensitive" to capital letters, but it's best to keep everything in a URL in lower case letters. That website is now up and running, and I'll have a few pages up by the time you read this. In the next column, I'll describe the process of building each page and explain how the various HTML elements work.

by JEFF TERRY

A Roundhouse for the Colorado Railroad Museum

THE CORNELIUS W. HAUCK restoration building is nearing completion at the Colorado Railroad Museum in Golden. This structure, built to resemble a steam locomotive roundhouse, will be used by the museum for continued repair and restoration of their operable narrow-gauge equipment. It is named for museum co-founder Cornelius Hauck who, along with Robert W. Richardson, established the CRRM in 1958.

The new restoration building is, in fact, the first new roundhouse to be built in Colorado in many decades, and is being erected on the site of the old Narrow Gauge Motel east of the museum site. When completed, the structure's five stalls will offer protection for the museum's operable ex-D&RGW 2-8-0 No.346, which until now has sat outdoors when not in use. Also to be brought indoors is D&RGW 2-8-0 No.318, an 1896 Baldwin that has been undergoing restoration at the museum since the early 1980s, and a recently-restored D&RGW coach, No.284. To add a touch of authenticity, the roundhouse is being outfitted with doors salvaged from the D&RGW's razed Alamosa roundhouse. A turntable is on-site and a pit has been dug, but additional funds must be raised before it can be installed. Completion of the interior sections of the roundhouse awaits funds as well.

In other CRRM news, former Rio Grande Southern "Galloping Goose" motorcar No.2 is under repair and is slated to operate at Railfest 2000 during August on the Durango & Silverton line. The car, one of three RGS "geese" at the museum, has been out of service for many years, but recently had its 1928 Buick engine overhauled and repairs made to the front axle. And, unlike most other geese, the No.2 is not outfitted for passenger service and still appears much as it did in 1931 when it was constructed by the RGS with a freight box and Pierce Arrow body. Several RGS motorcars were refitted with seats for tourist excursions during the 1950s, but the No.2 was never changed and was acquired by Robert W. Richardson in 1951. Passengers riding the No.2 this summer at Durango will ride inside the freight box, with the doors open (much like a baggage car on a steam excursion). All three of the museum's Galloping Geese are currently serviceable.

Great Western No.75 nears completion

The Heber Valley shop has been a hub of activity lately as the railroad prepares former Great Western 2-8-0 No.75 for a return to service this summer. By the time you read this, the 1907 Baldwin Consolidation should be holding down the daily Heber City-Vivian Park run while the Heber Valley's ex-Union Pacific 2-8-0 No.618 gets some needed mechanical attention in the shop. Much of the work to No.75 has been performed by the HV's shop crew along with the invaluable assistance of volunteers giving their time to keep the railroad in operation.

Over the past six months, No.75 has been thoroughly cleaned, inspected, and brought into compliance with the new FRA steam rules. The boiler, which is in excellent condition, has been hydro-tested and all staybolt caps removed, inspected and

NAMED FOR CO-FOUNDER CORNELIUS HAUCK, *the Colorado Railroad Museum's new roundhouse at Golden, Colorado, is nearing completion on May 1, 2000. The facility will allow safe indoor storage for the museum's collection.*

JEFF TERRY

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reinstalled. The cross-compound air compressor has been rebuilt and the power reverse, which was found to be inoperable, has been repaired. No.75's running gear has been inspected and found to be in remarkably good condition. According to Heber's John Rimmasch, the engine's former owner, Everett Rohrer, kept the engine in immaculate shape until his death a few years ago. In fact, when the smokebox was first opened up all the boiler tubes were found to be brand new!

When I visited the shop in early May, the engine was back together and nearly ready for a test run — all that remained to be done was finish the piping work and give the engine a coat of DuPont Imron Black. Railfans will be pleased to know that No.75 will look much as it did in the early 1960s when the rebuild is completed. The engine will get the traditional Great Western diamond and number on the side of the cab, but will receive "Heber Valley" lettering on the tender. The oversize headlight bracket — necessary for mounting fake box headlights for movie roles but ridiculous in appearance — has been removed and the headlight moved back atop the smokebox. No.75 was to have debuted on May 29th on a double-headed run with No.618.

MoPac RS3 restoration

The St. Louis Chaper NRHS has begun restoring a former Missouri Pacific RS3 located at the National Museum of Transport in St. Louis. The unit, which is currently inoperable, is being repainted into its "as delivered" blue-and-gray paint scheme and given back its first road number, 4502 (in later years the engine wore number 975). Unlike other MP RS3s, No.975 escaped the MoPac's GP12 rebuilding program of the 1960s when it and sister No.977 were traded to the Bauxite & Northern short line of Arkansas, which operated them for many years before selling them to the Equity Grain Co-op of Houston where they continued in freight service.

In 1992 the old No.4502, which by that time was painted yellow and wearing No.1, was retired with a broken crank. Soon thereafter it was donated to the Houston Chapter NRHS, which sold it to an individual in the Houston area. He in turn offered the unit to the National Museum of Transport in 1995, which took delivery of No.4502 after it received some substantial wheel work in Texas.

Right now, St. Louis Chapter members are busy stripping paint and reversing the effects of years of corrosion. It has been found that the original Alco 244 prime mover is beyond repair, but fortunately a replacement is available, which may eventually be used to restore the unit to operation. The project is being done in cooperation with the National Museum of Transport, where the unit is kept and cared for. Incidentally, the St. Louis Chapter is the host of the 2001 NRHS Convention in St. Louis, and No.4502 is one of their convention projects. I look forward to seeing it next year in St. Louis.

Forney Museum update

It's been over a year since Union Pacific "Big Boy" No.4005 left the old Forney Museum property in Denver for its new home next to the Denver Coliseum. Since that time, progress has stalled and as of mid-May the locomotive was still sitting along I-25 in Denver behind the Mail-Well building along with C&NW 4-6-0 No.444, a Union Pacific rotary plow and several other pieces of rolling stock. It was initially thought that the move could be accomplished for around $125,000, but this figure has soared to $600,000 due to the route the engine and cars will be taking to the new museum building.

In April a tent was built over the No.4005 so that asbestos containment and abatement could be performed before the engine is put on display inside the new building. In addition, a high fence has been

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constructed to protect the engine and equipment after vandals broke into a passenger car and stole several items.

It is hoped that the move can be completed before the museum reopens later this summer, but where the funding is to come from is still unresolved. Already several of the museum's streetcars and other equipment have been repainted and are already in the new building on Brighton Boulevard. Thanks to Monty Majszak

Two Number 71s?

It is ironic what towns will do that are in competition with each other. The twin cities of Blackhawk and Central City, Colorado, both wanted former Colorado & Southern 2-8-0 No.71 for display after the tourist railroad it was working for in Central City went out of business. At the forefront was a railroad-themed casino in Blackhawk that went so far as to put the engine's likeness on their logo and prepare a display site for it. But the No.71, owned jointly by the City of Central City, the Central City Opera Association and Colorado & Southern's successor Burlington Northern, was destined to remain in Central City where it had been displayed since 1941. Problem was, the casino in Blackhawk still wanted it. The solution? Bring in another "71."

The casino went shopping and came back with a Mexican narrow-gauge 2-8-0 that had been on display at Palmer Lake, Colorado, as "D&RG 433." The outside-frame 1911 Baldwin, formerly Ferrocarril Coahuila-Zacatecas No.12, was renumbered "71" and the tender lettered "Colorado Central." Today the "second No.71" is the first thing people see when they enter the town of Blackhawk. Further up the road in Central City, the real No.71 is displayed next to Harvey's Casino, along with a C&S express car. It has now been several years since the "impostor" came to town, but the presence of two engines of the same number still causes confusion for railfans and tourists alike.

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Light rail for Austin, new

VOTERS IN AUSTIN, TEXAS, were set to decide on November 7, 1999, whether a light rail line will be built in their city. Austin transit operator Capitol Metro proposed a $642.7 million light rail line from McNeil Road into downtown Austin. The first phase would be followed by a line to South Austin for $204 million and an East Austin extension for $72.8 million. All of this depended on voter and federal approval. It will come as no surprise that Austin voters decided to move ahead. The light rail service in Dallas has been extremely successful in attracting riders and the strong interest of surrounding communities for extensions to serve them. Commuter rail service is to start within the next two years between Dallas and Fort Worth, and Houston is about to begin construction of light rail service in its downtown.

Meanwhile, in Fort Worth, the owners of the 100-year-old red brick Santa Fe depot at 15th and Gem Streets are planning a $2.5 million restoration. The owners plan to give the station building to a non-profit organization, which can use the 9491-square-foot depot and three acres of land along with trackage. The aim of the restoration is to bring the station up to its late-Victorian/early-Edwardian decor, complete with stained glass windows depicting transportation scenes. Amtrak trains will use the under-construction commuter rail station that will also see commuter trains to Dallas eventually. The old Santa Fe depot may handle special trains and become a museum of transportation in downtown Fort Worth.

California rail projects

By the time this sees print, groundbreaking will have taken place for the structure that will begin the downtown Los Angeles portion of the light rail line to Pasadena. A guideway called the "Chinatown aerial structure" will be about two-thirds of a mile long and will be built from a point immediately north of Union Station to a point immediately north of the Chinatown station.

In the meantime, Sacramento will see some action on its south light rail line. Construction along the line is expected to be underway before the summer of 2000. The south line project will be 6.3 miles long, projecting south from downtown Sacramento along a Union Pacific right-of-way. There will be seven new stations along the line and the project is expected to cost $222 million. Sacramento is also acquiring 54 light rail vehicles from a Spanish firm, Construcciones y Auxiliar de Ferrocarriles, S.A. It is the builder of the 40 cars for the south line and the extension to Folsom. There is an option for 14 additional LRV's.

Pittsburgh contracts let

The Overbrook rail line in Pittsburgh between South Hills junction and Castle Shannon was closed in 1993. Deterioration of bridges and track bed were such that it was deemed unsafe to continue light rail service; a thorough and complete rebuilding was deemed necessary. In late January, the Port Authority board of directors let the first of three contracts for the reconstruction of the 5.5-mile line. This was part of Port Authority's stage-two light rail transit project.

The initial contract involves reconstruction of a stretch of line two miles long from Denise to Glenbury Streets in the Overbrook section of Pittsburgh. It also involves reconstruction of one mile of the Port Authority south busway from Glenbury to South Bank. As this project is carried out, there will be grade separation of the Overbrook line that formerly shared its right-of-way with the busway. Contracts for all three sections of the line reconstruction will probably be in hand by the end of 2000. The full line is expected to open for revenue service in 2004.

This is no small undertaking. Five major bridges will be included in the construction project, along with eight new stations and double tracking of the segments of the line that were once single-tracked. Near Bon Air station, a curving section along the hillside will be straightened out. Thanks to Jim Cerny for the information.

Good news in Chicago

Chicagoans have known for awhile that the Douglas Park elevated in Chicago was deteriorating seriously. By early February 2000, the news was out that the Federal Transit Administration will provide funding to help rebuild the Douglas Park branch of the Blue Line. The 6.6-mile Douglas Park branch is one of the oldest segments of Chicago's venerable elevated rapid transit system. Deterioration was so bad that the Douglas Park line was close to having service halted because of the weakened structure; about half of the line can only be traveled by trains traveling 15 miles per hour. What used to be a 25-minute trip is now a 50-minute trip. Ridership is down seriously. Even so, the Douglas Park line carries 27,000 customers a day.

The problem now to be reconciled is whether to shut the Douglas Park line down completely for the rehab or do it while it is in service. The second option has many advantages, but it would mean the work would be stretched out over about six years. If the second option is chosen, shuttle buses and single-line operation would be very much the order of the day. The fact that the

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

station for Fort Worth

Douglas Park branch is closed on weekends is an advantage, because a great deal of the work can be carried out at that time. Seven-day-a-week service will be restored once the line is restored.

Meanwhile, the venerable Skokie Swift is under consideration for extension from its current terminal at Dempster Street in Skokie to Old Orchard Mall in the north. Several stops would also be added between Old Orchard and Dempster Street.

Major expansion in Calgary

Calgary, Alberta, is a pioneer in the modern light rail transit era. Early in 2000 the city of Calgary approved a major expansion of its transit service, which includes expansion of all three of the light rail lines. Plans also involve buying new light rail cars as well as additional buses.

The bad news in Calgary is that ridership is growing so quickly that Calgary Transit is unable to meet the demand. The action of the city council will provide more capacity to better serve its customers. Over a ten-year period, the Critical Transportation Infrastructure Program will upgrade a number of transit facilities. The south C-Train extension and an expanded light rail vehicle storage project will be completed by 2001. The C-Train extension in the northwest and an additional extension of the south C-Train will be carried out by 2003. By 2006 the northeast C-Train extension should be completed. The extensions create the necessity of purchasing 21 new light rail vehicles and construction of an additional 4,280 park-and-ride parking spots at the new stations. It is expected that Calgary will buy eleven new light rail vehicles in 2000 and an additional seven by 2007. Also included in the capital program is the refurbishment of all of the existing light rail cars. This project is to be completed by 2007. Thanks to Carl Edd for the news.

Flashes

Early tests of the Red Line subway extension to **NORTH HOLLYWOOD** went very smoothly. Trains reached speeds of almost 70 m.p.h. in the tunnels under Cahuenga Pass. The extension is expected to open in December of 2000, but excellent progress in recent times makes it appear that revenue service may be inaugurated earlier than expected. Thanks to Frank R. Bauer for the news.

Tom McGarry sends news that the notion of commuter rail service in the Wilsonville-Beaverton area near **PORTLAND, OREGON**, is going through the process of consideration. Alternatives analysis got underway in the fall of 1999. The project would involve commuter trains along an 18-mile corridor that is now used only for freight service. A connection would permit easy transfer with the Tri-Met light rail line in Beaverton.

December 6, 1999, was the opening date for the TRAX light rail line in **SALT LAKE CITY**. The reception given the service was very favorable and about 15,000 riders enjoyed the first day. The process of getting money for expansion of the system is already underway, and the money will probably be included in the President's proposed budget for federal fiscal year 2001.

Like the majority of major airports in the United States, **DETROIT METROPOLITAN AIRPORT** is innocent of a rail connection. Now Richard LeMoine writes that transportation officials in the region will begin studying whether a rail line between downtown Detroit and the airport would be useful. The airport is 25 miles away from downtown and the trip can be tiresome and dangerous, particularly in bad weather.

From **SEATTLE**, Henry Karman reminds me that the hoopla over the proposed expansion of the Seattle Monorail has died down. There has been much enthusiasm for the project, but no money. Voters authorized the venture, and the non-profit elevated transportation company has worked hard to find dollars, but no private investors have expressed interest.

I received news from Douglas I. Duncan that, despite the high price of construction, the idea of putting rails back on the **SAN FRANCISCO-OAKLAND** Bay Bridge is not a dead issue. Engineers looking at alternatives say that rails could provide additional capacity for BART high-speed commuter trains to the West Bay area, or light rail that could continue operation into downtown San Francisco and downtown Oakland.

JOE GREENSTEIN

The first of New York MTA's 1080 new R-142 subway cars have begun to arrive. The $1.4 billion purchase was split between Bombardier and Kawasaki, and will be delivered over a two-year period. A set of Bombardier cars is seen in test service at Gun Hill Road on the Dyre Avenue line in April 2000. Revenue service will begin this summer.

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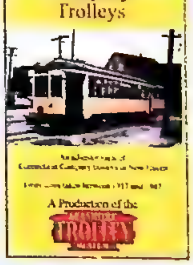

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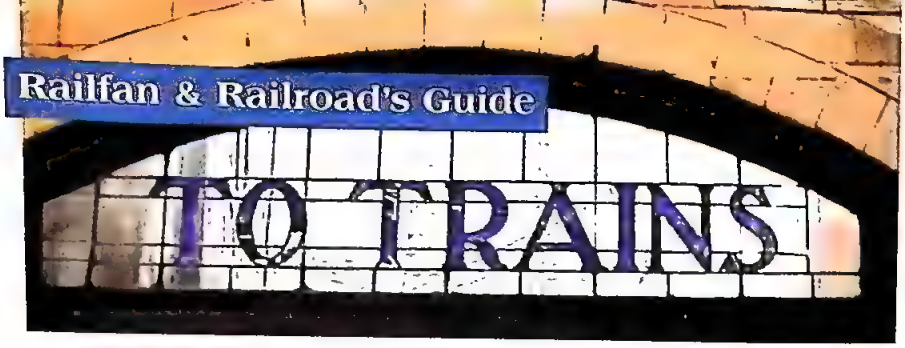

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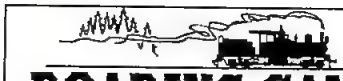

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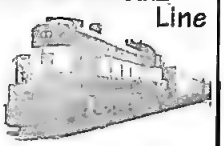

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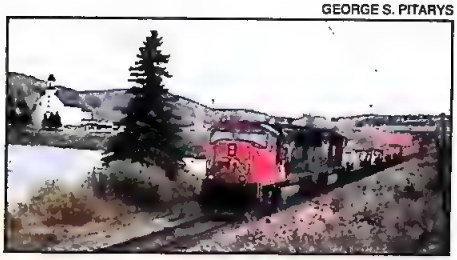

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Railfan & Railroad Advertising Index for September 2000

A

A&R Productions 10
Audio Visual Designs 14

B

B.R.M.N.A. 18
Barnard, Roberts & Co. 24
Belfast & Moosehead Lake Railroad 60
Book Depot 50,51
Bytown Railway Society 57

C

D. Carlton Railbooks 16
Carstens Publications 54,62,63,65
Catenary Video Productions 58
Central Electric Railfans' Association 11
Colorado Railroad Museum 23
Comfort Inn at Loon Mountain 60
Conway Scenic Railroad 61
Crossroads Village & Huckleberry Railroad 61

D

Danbury Railway Museum 61
Daylight Images 10
The Depot Attic 24
The Depot Attic at Strasburg 18
Depot Square Publishing 18
George H. Drury 52

E

eHobbies 12,13
Elderberry Line 60
Electro Video 56

G

Golden Spike Enterprises 18
Golden Sunset Dinner Train 61
Grand Scales Quarterly 57
Green Frog Productions ..... Cover IV
L.V. Grogan 18

H

Henry Clay Inn 60
Herron Rail Services 20
Hi-Iron Railroad Videos 52
Highball Productions 8

I

Identity Checks 5
Illinios Railway Museum 60
Indiana Transportation Museum 61

J

Jelsma Graphics 10
John Awl Publishing 56

L

La Grange Railroad Festival 57
Carleton F. Loucks 24

M

Manitou & Pike's Peak Railway 60
Mark I Video 11
McMillan Publications 19
Edgar T. Mead 24
Metaphor, Inc. 16
Morning Sun Books 8
Montecello Railway Museum 60
Mount Dora Scenic Railroad 60
Mount Rainier Scenic Valley Railroad 60
Mountain State Logging & Historical Society 53
Multipower International, Inc. 56
Museum & Tourist Line Directory 60,61

N

Napa Valley Wine Train 61
National Railway Historical Society 53
New York , Susquehhanna & Western Technical and Historical Society 56

P

Pine Tree Press 64
Plets Experss 54

R

Rail Images 16
Railcom 14
Railfan & Railroad 62,64
Railroad Avenue Enterprises 22
Railroad Research Publications 10
Rails 'N' Shafts 15
Raritan Bay Hobbies 52
Revelation Video 21
Rio Hondo Publishing 16
Roaring Camp Railroads 60
Ben Rohrbeck 58
Ron's Books ..... 14,Cover II
Royal Gorge Route 61

S

S&S Tours 52
Schrader Enterprises 24
Seashore Trolley Museum 59
Shasta Sunset Dinner Train 61
Signal Computer Consultants 23

T

TLC Publishing 17
TRP 25
Trackside Video 14
Trainfans.com ..... 66,Cover III
TrainWeb 56
Transit Gloria Mundi 59

V

Valhalla Video 16

W

Western Maryland Scenic Railroad 61
Winson Engineering 9

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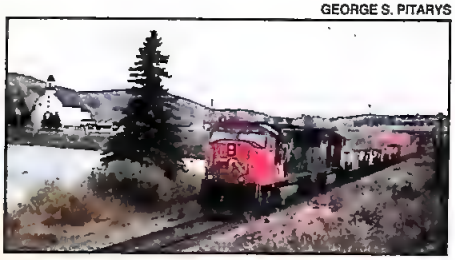

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Railfan & Railroad Advertising Index for September 2000

A

A&R Productions 10
Audio Visual Designs 14

B

B.R.M.N.A. 18
Barnard, Roberts & Co. 24
Belfast & Moosehead Lake Railroad 60
Book Depot 50,51
Bytown Railway Society 57

C

D. Carlton Railbooks 16
Carstens Publications 54,62,63,65
Catenary Video Productions 58
Central Electric Railfans' Association 11
Colorado Railroad Museum 23
Comfort Inn at Loon Mountain 60
Conway Scenic Railroad 61
Crossroads Village & Huckleberry Railroad 61

D

Danbury Railway Museum 61
Daylight Images 10
The Depot Attic 24
The Depot Attic at Strasburg 18
Depot Square Publishing 18
George H. Drury 52

E

eHobbies 12,13
Elderberry Line 60
Electro Video 56

G

Golden Spike Enterprises 18
Golden Sunset Dinner Train 61
Grand Scales Quarterly 57
Green Frog Productions ..... Cover IV
L.V. Grogan 18

H

Henry Clay Inn 60
Herron Rail Services 20
Hi-Iron Railroad Videos 52
Highball Productions 8

I

Identity Checks 5
Illinios Railway Museum 60
Indiana Transportation Museum 61

J

Jelsma Graphics 10
John Awl Publishing 56

L

La Grange Railroad Festival 57
Carleton F. Loucks 24

M

Manitou & Pike's Peak Railway 60
Mark I Video 11
McMillan Publications 19
Edgar T. Mead 24
Metaphor, Inc. 16
Morning Sun Books 8
Montecello Railway Museum 60
Mount Dora Scenic Railroad 60
Mount Rainier Scenic Valley Railroad 60
Mountain State Logging & Historical Society 53
Multipower International, Inc. 56
Museum & Tourist Line Directory 60,61

N

Napa Valley Wine Train 61
National Railway Historical Society 53
New York , Susquehanna & Western Technical and Historical Society 56

P

Pine Tree Press 64
Plets Experss 54

R

Rail Images 16
Railcom 14
Railfan & Railroad 62,64
Railroad Avenue Enterprises 22
Railroad Research Publications 10
Rails 'N' Shafts 15
Raritan Bay Hobbies 52
Revelation Video 21
Rio Hondo Publishing 16
Roaring Camp Railroads 60
Ben Rohrbeck 58
Ron's Books ..... 14,Cover II
Royal Gorge Route 61

S

S&S Tours 52
Schrader Enterprises 24
Seashore Trolley Museum 59
Shasta Sunset Dinner Train 61
Signal Computer Consultants 23

T

TLC Publishing 17
TRP 25
Trackside Video 14
Trainfans.com ..... 66,Cover III
TrainWeb 56
Transit Gloria Mundi 59

V

Valhalla Video 16

W

Western Maryland Scenic Railroad 61
Winson Engineering 9

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Take a shot at getting your photo on the front cover of the December 2000 issue of RAILFAN & RAILROAD by entering our 2000 "Cover One Contest." Send us one or more of your best color transparencies or prints which capture the power and thrill of trains in action. To be considered, images must fit the vertical format of our cover, with room for the RAILFAN & RAILROAD title banner across the top. See the August 2000 MARKERS column for details. Closing deadline for entries is September 6, 2000. The first place winner will appear on the December cover and the Second Place photo and several Runners-Up will be featured inside. Also, The First Place winner will receive a four-day, three night, vacation at a choice of several U.S. locations; Cash Prizes of $100 for Second Place and $50 each for the Runners-Up will be awarded.

All entries, including winners, will be returned after winners are published. Send your entries to:

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northbound *City of New Orleans* at 9:06. Finally, I began my junction tour, starting at Kensington where I found a tower still very much in use, and I nailed a South Shore electric passing the tower at 10:08.

The next several stops revealed a lot of change in the 24 years since the *Train Watcher's Guide* was published. I stopped at Pullman Junction, which now has an intermodal yard next to it and many "no trespassing" signs. At Beverly I found not only was the tower gone, but the PRR and B&O that crossed the Rock Island there were also just paths. Hayford was an interesting location, wide open with some nice photo angles from public property, but once again there was no tower. Things picked up slightly when I got to Forest Hill. There was no tower, but there were trains moving as I caught a CSX freight and a Wisconsin Central light engine move.

Next up was Englewood, a place I had heard a lot about in rail history, as it was here the Pennsy and New York Central staged their famous race between the *Broadway Limited* and the *20th Century Limited.* Expecting quite a lot from this location, I was disappointed once I got there. The location is but a shell of its former glory as not only is the tower gone, but the station is obliterated. Tons of construction mar the junction. Oh, well . . .

Finally I hit Brighton Park, where the semaphores and tower still guard the diamonds. Here lines that once belonged to the PRR, B&O, Chicago River & Indiana and GM&O all cross. I nailed an IC eastbound on the ex-GM&O and a Norfolk Southern southbound on the ex-B&O before moving on. Next stop was Ash Crossing, which you can see from Brighton Park a half mile away, but it takes forever to get there by car. At Ash Crossing the wooden tower pictured in the book has been replaced by a brick and corrugated steel structure. I nailed an NS northbound passing the tower before moving on. At Hawthorne I found no tower but did shoot IC and UP moves.

It was now mid-afternoon as I arrived at 21st Street, where I found a tower, sunshine and Amtrak P32 No.504 passing the tower at 3:35. With the sun out I decided to forego the rest of the junction tour (Union Avenue, 16th Street, Noble Street, Western Avenue, Pacific Junction, Clyborn and Mayfair) and head back to Brighton Park to get the semaphores and tower in sun. In the waning hours I nailed four freights and a local, plus two Metra trains, running past the classic blades. My Chicago tour had achieved its primary objective. Finally, at 6:00 I packed it in.

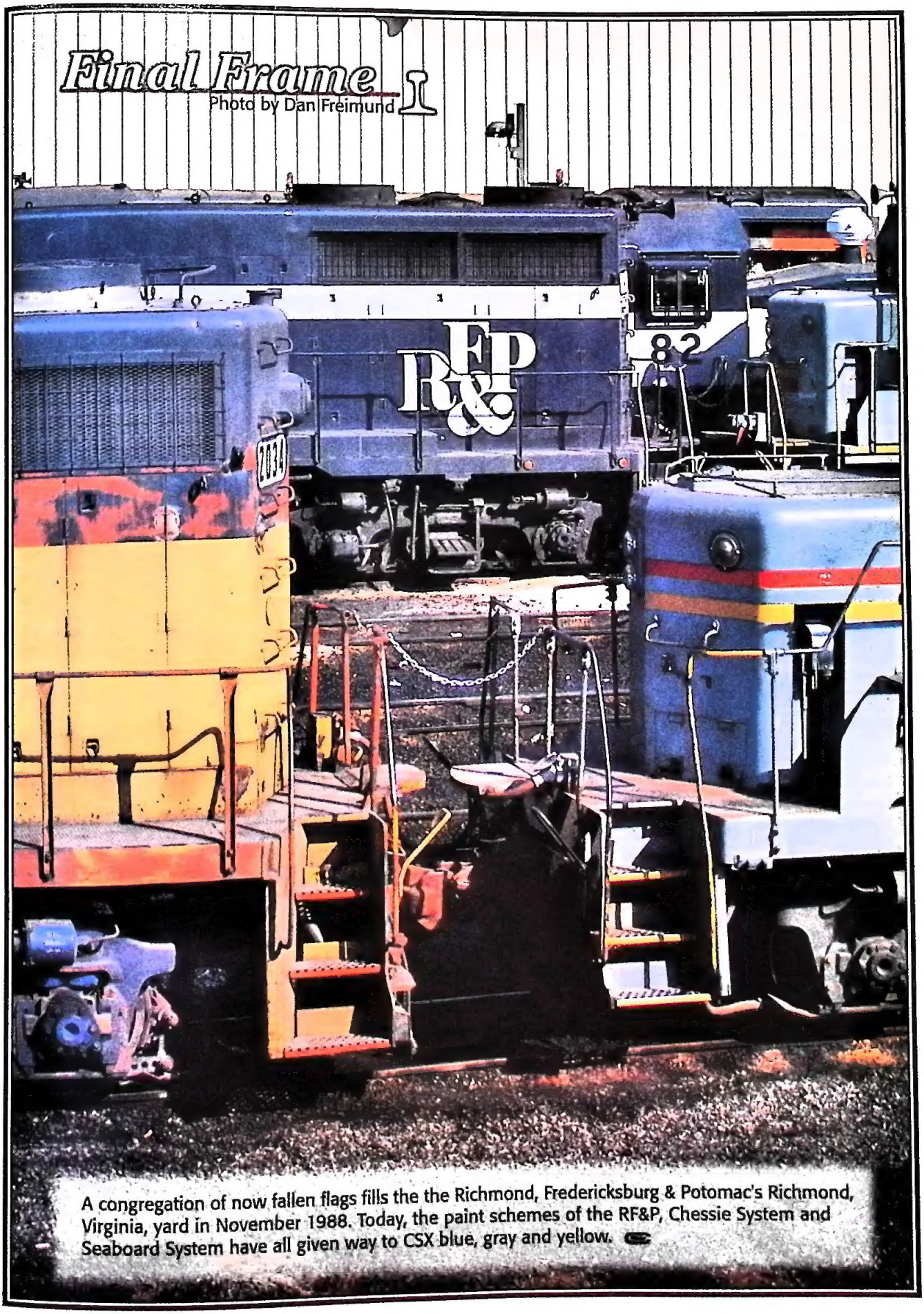
One of the neatest things about Brighton Park can't be captured on slide film (video would work, however). It is an armstrong plant, including the semaphores, and when the operator would change the blades from the "stop" position to the "clear" position I expected the blades to quietly whir and slowly rise. Since these blades were changed by muscle power, not electricity, you hear a lot of clanking followed by the blade suddenly shooting up to the "clear" position. Once upright it would lock with more clanks, wobbling on the signal mast. It was as much fun to watch the semaphores as it was to watch the trains.

Now, I need to get back to Chicago again and check the other junctions.

Steve

Final Frame

Photo by Dan Freimund



A congregation of now fallen flags fills the the Richmond, Fredericksburg & Potomac's Richmond, Virginia, yard in November 1988. Today, the paint schemes of the RF&P, Chessie System and Seaboard System have all given way to CSX blue, gray and yellow.

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TRAIN WATCHERS DIARY

TAPE # 301 $19.95

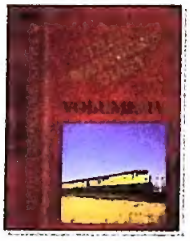
VOLUME 1 features steam, diesel and electric locomotives at locations including Baltimore, MD, Chattanooga, TN, Bear Mountain, West Point, Fort Montgomery and Tarrytown, NY, Linden, Rahway and Ridgefield Park, NJ, Port Clinton, Jim Thorpe and Tamaqua, PA and Essex, CT. Many railroads are featured including Chessie, RF&P, Conrail, CSX, N.Y.S.W., Amtrak, NJ Transit, Blue Mountain & Reading, Reading Co., CNJ, Albany Central, Metro North and Valley Railroad. **Color- Sound- 1 Hour**

TAPE # 302 $19.95

VOLUME 2 captures New Jersey Transit and Conrail trains operating on Conrail's Southern Tier (former Erie Railroad) in southern New York State. You will see over 75 run-bys at many Locations on this line between Suffem and Port Jervis, NY, then a few more run-bys of Conrail and Amtrak trains operating on both sides of the Hudson River in the Bear Mountain, NY area. **Color- Sound- 55 Minutes**

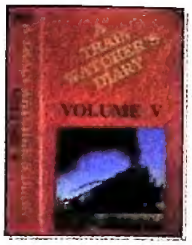
TAPE # 303 $19.95

VOLUME 3 features CONRAIL action on the former P.R.R. Middle Division from Altoona, west to Gallitzin, Summit, Cresson and Lilly, PA. The very steep grades over the Allegheny Mountains necessitates "Pushers" on almost everything that moves. A wide variety of Conrail power is seen on Truc-Trains, Unit Trains and mixed consists as well as Amtrak's Broadway Limited and Pennsylvanian. We then travel to Enola Yard which is just across the Susquehanna River from Harrisburg, PA, to observe freight arriving and departing at the west end of the yard. **Color- Sound- 1 Hour**



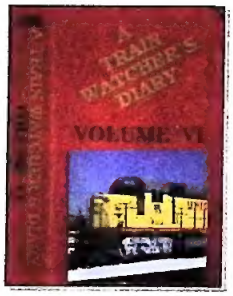
TAPE # 304 $19.95

VOLUME 4 captures Union Pacific action at many locations in Wyoming including Granger Junction, Green River, Peru, Rock Springs, Point of Rocks, Red Desert, Rawlings, Fort Steele, Sinclair, Hanna, Medicine Bow, Rock River, Laramie, Buford and more. **Color- Sound- 1 Hour**



TAPE # 305 $19.95

VOLUME 5 is a continuation of Union Pacific action in Wyoming plus coverage of the Union Pacific Steam Special featuring the 3985 at many locations in Utah.



TAPE # 306 $19.95

VOLUME 6 features the famous U.P. "Challenger" No. 3985 (coverage continued from Volume IV) between Wyoming and Utah. Also included is lots of diesel action featuring UP, SP and Denver & Rio Grande Western power at locations including Rock Springs, Evanston and Wahsatch, WY and Ogden and Salt Lake City, UT. **Color- Sound- 1 Hour**

TAPE # 307 $19.95

VOLUME 7 captures action featuring the N&W No.611 "J" class steam locomotive during the Roanoke Railroad Expo on October 10 & 11, 1992. Many locations are featured including: Christiansburg, Elliston, Narrows, Walton, Shawsville, Vicker, Glen Lyn and Roanoke, VA, Bluefield and Oakdale, WV. NS Truc-Trains, coal trains and mixed freights are also seen. **Color- Sound- 1 Hour**

TAPE # 308 $19.95

VOLUME 8 features run-by action featuring Amtrak passenger trains and Conrail Truc-Trains, unit trains and mixed freights in the Syracuse, NY area at locations including Syracuse Depot, East Syracuse, Kirkville, Chittenango, Oneida, Verona, Weedsport and Clyde as well as many intermediate locations. **Color- Sound- 1 Hour**

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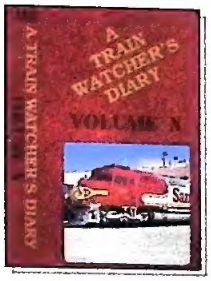
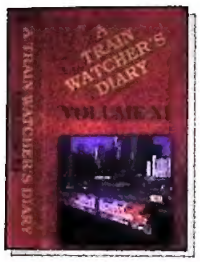
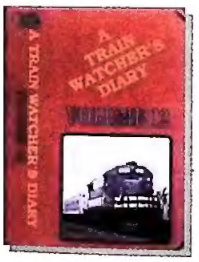
VOLUME 9 captures action featuring Amtrak passenger trains (including the Turbo-Train) and Conrail Truc-Trains, unit trains and mixed freights at locations in New York's Mohawk Valley including Amsterdam, Fonda, Tribes Hill, Little Falls and Selkirk as well as many intermediate locations. **Color- Sound- 1 Hour**



TAPE # 310 $19.95
VOLUME 10 features non-stop run-by action featuring Amtrak passenger trains (including the new GE Dash 8 32BW) and Santa Fe Truc-Trains, unit trains and mixed freights in Arizona at locations including Flagstaff, East Flagstaff, Maine, Darling, William's Junction, Kingman, Walapi and Hackberry as well as many intermediate locations. **Color- Sound- 1 Hour**

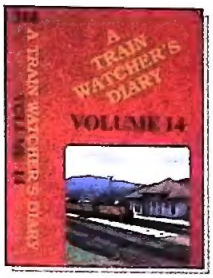


TAPE # 311 $19.95
VOLUME 11 captures run-by and yard action featuring Amtrak passenger trains and Santa Fe and UP Truc-Trains, unit trains and mixed freights at locations in California's Mojave Desert area including Needles, Ibis, Bannock, Homer, Goff's, Cadiz, Java, Amboy, Bagdad, Daggett and Devore as well as many intermediate locations. **Color- Sound- 1 Hour**



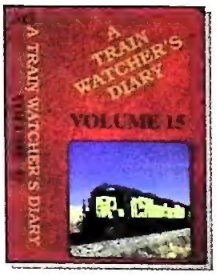
TAPE # 312 $19.95
VOLUME 12 features run-by action featuring Long Island Railroad commuter trains at locations on Long Island, N.Y. including: Port Jefferson, Oakdale, Sayville, Patchnuge, Speonk, East Hampton, Center Moriches, Ronkonkoma and Garden City.
Color- Sound- 1 Hour

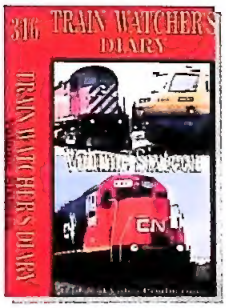
TAPE # 313 $19.95
VOLUME 13 captures run-by action featuring CSX freight and Amtrak passenger trains at locations including Doswell, Ashland and Richmond, VA, Rocky Mount and Selma, NC, Florence, SC, Jesup, Waycross and Folkston, GA and Crawford and Callahan, FL.
Color- Sound- 1 Hour



TAPE # 314 $19.95
VOLUME 14 features CSX action in the Cumberland Maryland area with a wide variety of motive power. We start with yard action including the engine service pit, classification yard, crew changes and Viaduct Tower. We then move west to Fairhope and Glencoe, PA for some high speed run-bys and end with Amtrak's Capitol Limited arriving and departing Cumberland Station.
Color- Sound- 1 Hour

TAPE # 315 $19.95
VOLUME 15 features run-by freight and passenger train action at locations including Springfield, (including "Iles Tower") Taylorville, DeKalb, Stonington and Decatur, IL as well as LaCrosse (Grand Crossing), WI. Power includes Illinois Central Gulf, C&IM, Burlington Northern, Southern Pacific, Cotton Belt, Union Pacific, Conrail, Norfolk Southern, Chicago North Western, Soo Line and Amtrak. **Color- Sound- 1 Hour**





TAPE # 316 $19.95
VOLUME 16 visits Canada's Quebec and Ontario provinces for non-stop CP, CN and VIA run-by action at locations including Baurepaire, Baie D'urfe', Pincourt, Merriville, Smiths Falls, Ile-Perot and Brockville as well as many intermediate locations and featuring a variety of power including: FP-7, SD-40-2, LRC, F40PH-2, C424, C630, M630, M63 and GP-40-2 locomotive. **Color- Sound- 1 Hour**

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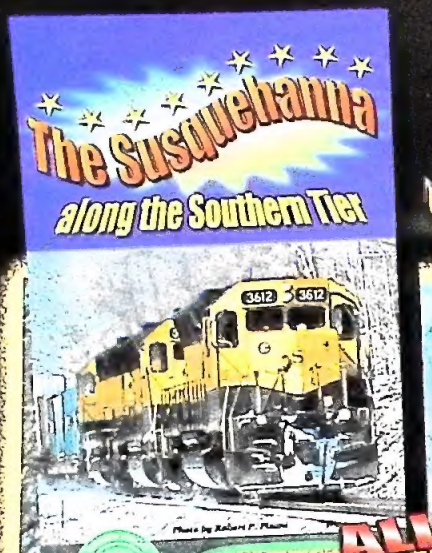

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